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CIVIC SQUARE URBAN RENEWAL SCHEME
CITY OF HAMILTON

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CIVIC SQUARE
URBAN RENEWAL SCHEME
CITY OF HAMILTON

October 1965

Prepared by:

Murray V. Jones and Associates Limited

-in conjunction with-

the Urban Renewal Committee
of the City of Hamilton

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CIVIC SQUARE URBAN RENEWAL SCHEME

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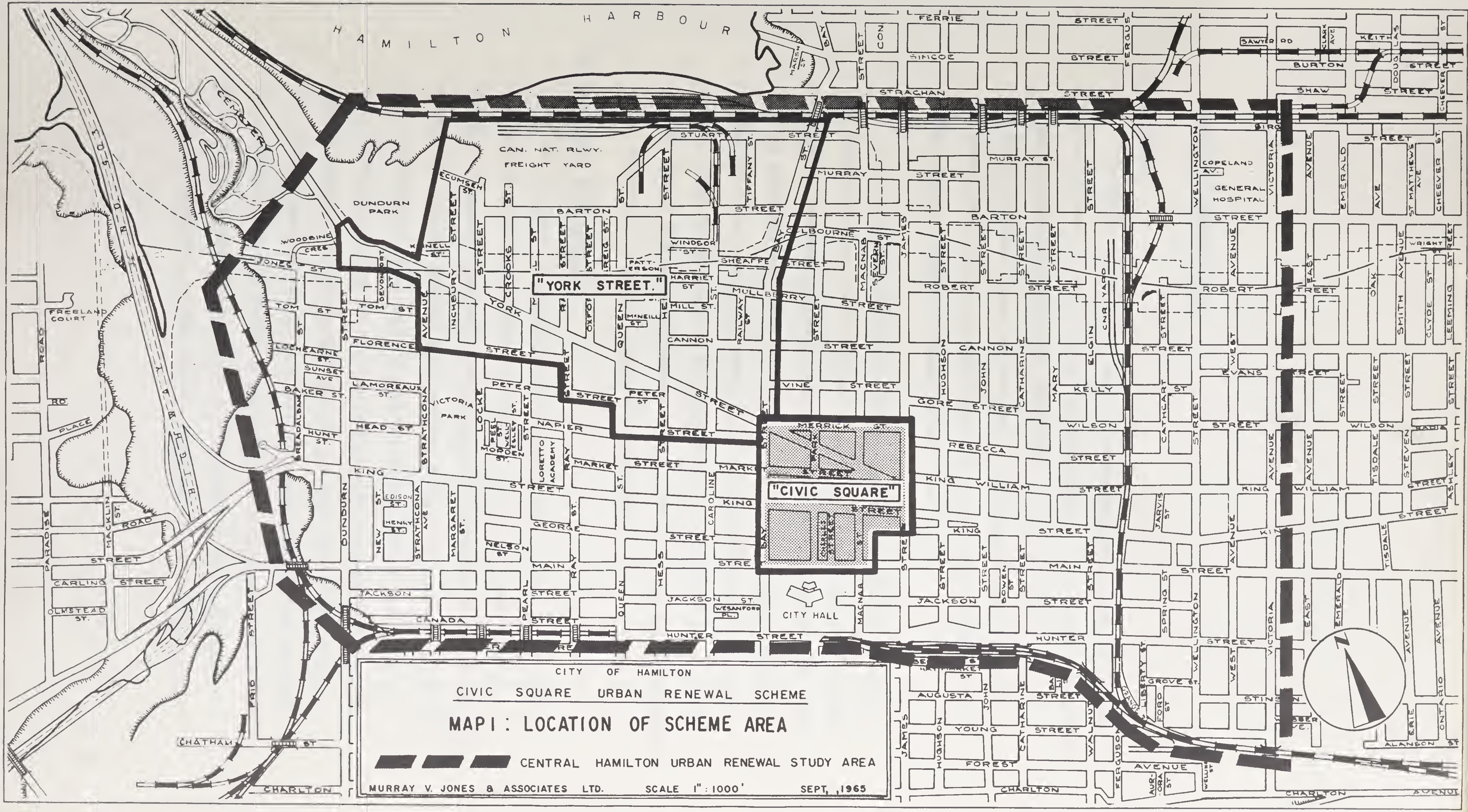
INTRODUCTION

This report describes one of several urban renewal schemes proposed in the Central Hamilton Urban Renewal Study, which covered an 1,150-acre area. The Study was prepared pursuant to an agreement between Central Mortgage and Housing Corporation and the City of Hamilton dated February 25, 1965 and between the Province of Ontario and the City of Hamilton dated July 26, 1965. These agreements also provided for the preparation of a detailed urban renewal scheme for that portion of the Study area which was assumed to have priority for urban renewal action. The area of the urban renewal scheme was defined as "the lands" in the agreements and has subsequently been divided for the purpose of study into two areas now known as the Civic Square Urban Renewal Scheme and the York Street Urban Renewal Scheme.

All of these studies have been undertaken by the consulting firm of Murray V. Jones and Associates Limited in conjunction with the Urban Renewal Committee of the City of Hamilton. The present report represents the first of the two detailed schemes and relates to an area generally bounded by Merrick Street, Bay Street, Main Street and James Street (see Map 1). This scheme, by virtue of the organization and function of the proposed uses within the overall community, has been appropriately designated as the "Civic Square Urban Renewal Scheme".

The following sections accordingly provide an intensive appraisal of all physical, social and economic elements and the presentation of detailed plans proposing an action program deemed to be both desirable and feasible for the area. Because of the relation of the Civic Square lands to the larger area of which it is a part, it is strongly recommended that this report be read in conjunction with the Central Hamilton Urban Renewal Study referred to earlier.



CITY OF HAMILTON

CIVIC SQUARE URBAN RENEWAL SCHEME

MAP I : LOCATION OF SCHEME AREA

▬ ▬ ▬ CENTRAL HAMILTON URBAN RENEWAL STUDY AREA

MURRAY V. JONES & ASSOCIATES LTD. SCALE 1" : 1000' SEPT, 1965

I THE AREA

1. PHYSICAL CHARACTERISTICS

(a) Location

The Civic Square Urban Renewal Scheme consists of 43 acres of land (including streets) in 12 blocks of varying size. It is generally bounded by Merrick Street on the north, Bay Street on the west, Main Street on the south and James Street on the east. The boundaries are irregular in the south-east corner where only about 60% of the block (bounded by King, MacNab, Main and James) has been included (see Map 2).

In the broadest sense Civic Square includes the western portion of the commercial core of the City and a small part of the mixed commercial-industrial area which surrounds the central business district. The area appears uniformly old, with rows of obsolete 2- and 3-storey structures lining the street frontages, punctuated by numerous parking lots. The latter, being in the heart of the central area, are indicative of a lack of interest on the part of private enterprise to invest in new construction in an uncertain and poorly organized environment.

(b) Selection of Boundaries

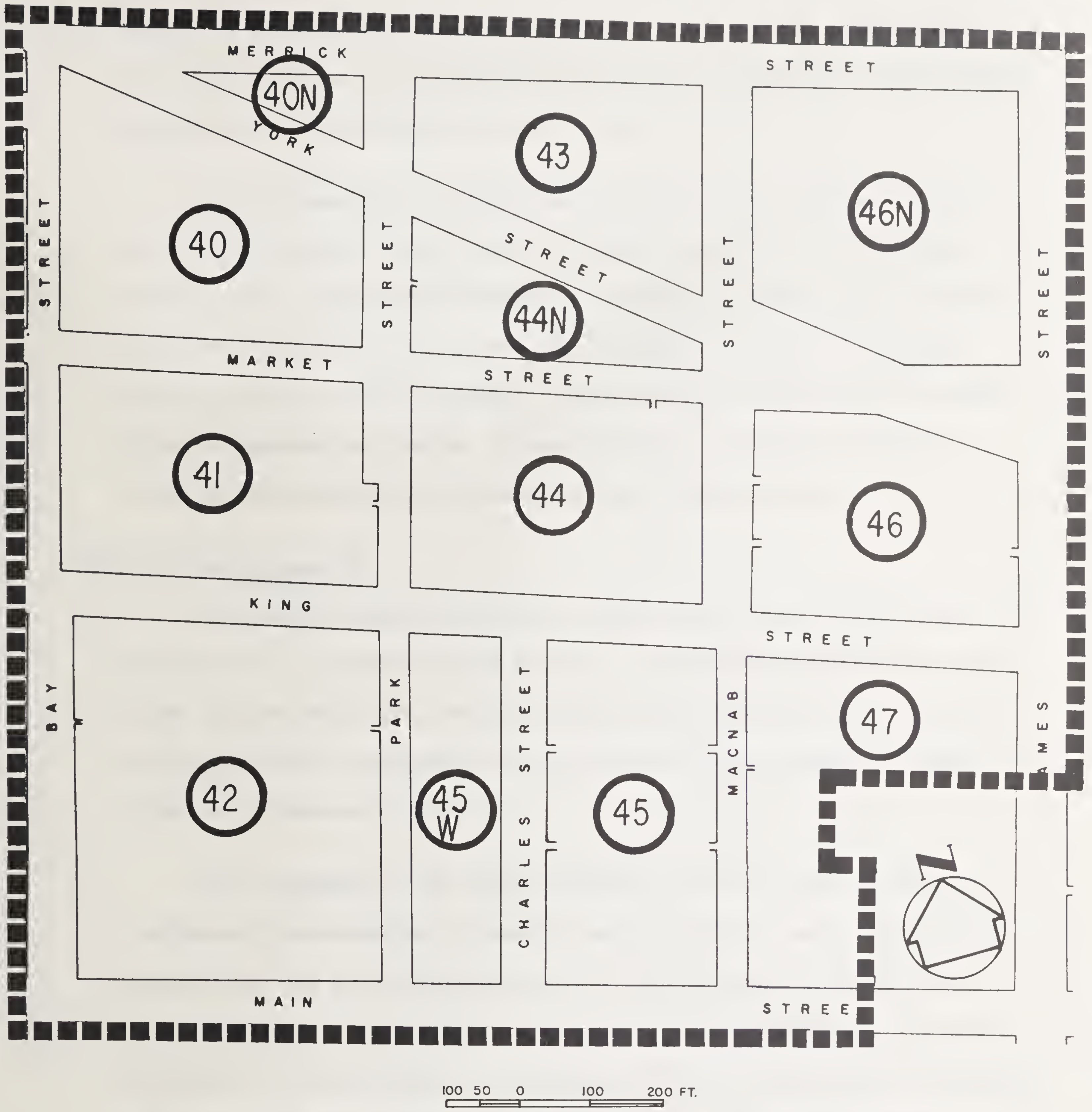
The decision to proceed with an urban renewal scheme for an area distinct from the York Street area outlined in the agreement came as a result of the early determination of demand and potential re-use established through the Central Hamilton Urban Renewal Study. The urgency of location for an education centre combined with established public and private re-use proposals led to the conclusion that such a grouping of functions could be created in a meaningful form at the south end of York Street. The self-contained nature of the possible renewal solution and the need for immediate action in providing sites for one or more uses led to the definition of a scheme independent of but related to the York Street area to the north-west. Both of these areas are illustrated on Map 1.

In more definitive terms the Central Hamilton Urban Renewal Study indicated the Civic Square area to be extensively blighted, with a mixture of obsolescent commercial, warehouse, wholesale, manufacturing and residential buildings in generally poor condition. The close proximity of the area to the commercial core of the city suggested an attraction for new retail stores and office space. There is also an established need for locating or replacing a number of public functions including the aforementioned education centre, a planetarium, civic auditorium, library and art gallery. Grouping several civic buildings in conjunction with the new City Hall would permit the joint development of landscaped open space and would provide an attractive focus which is now lacking in central Hamilton. Finally, the diagonal location of York Street has resulted in some small, oddly shaped blocks which are wasteful of land and inefficient in terms of traffic flow. For all of these reasons the Civic Square area has a high priority of renewal action.

Main, Bay and James Streets are all major traffic arteries and serve as logical boundaries around the Civic Square area. Merrick Street to the north would become a major traffic artery should York Street be closed. These streets also separate Civic Square from adjacent areas where the land use and condition of buildings are distinctly different. For these reasons, Main, Bay, Merrick, and James Street were chosen as primary boundaries, with some deviation in the south-east block in order to exclude a group of substantial buildings in good condition fronting on James Street.

(c) History of Growth and Development

The Civic Square area contains some of the oldest buildings in the city, some of them having been constructed soon after Hamilton was first settled. The urban renewal area was the site of most of the early settlement which, by the date of incorporation of Hamilton as a city in 1846, amounted to 6,800 persons. The limits of growth at that time were generally Barton and Bay Streets to the north and west and Wellington and Charlton to the east and south. Its general cruciform shape was related to the early access routes of John Street to the north and



CITY OF HAMILTON

CIVIC SQUARE URBAN RENEWAL SCHEME

MAP NO.2

URBAN RENEWAL SCHEME AREA

■■■■■■■■■■ URBAN RENEWAL AREA BOUNDARY

㊵ BLOCK REFERENCE NUMBER

MURRAY V. JONES & ASSOCIATES, LTD.   SEPT. ,1965

south and King and York Streets to the east and west, the latter being the route to Toronto. A map showing the areas of early urban settlement is included in the Central Hamilton Urban Renewal Study.

The sole building of historical or architectural interest in the area is the Centenary United Church on Main Street West. The Hamilton branch of the Architectural Conservancy Society of Ontario has indicated that the structure, built in 1868, is an example of solemn Romanesque architecture with a fine interior. The building is unfortunately showing signs of advanced age and is, in many respects, becoming obsolete in terms of the contemporary functions of the downtown church.

(d) Development Controls

The Hamilton Zoning By-law (No. 6593) defines most of the Civic Square as "I - Central Business District". The only exception is a strip about 120 feet deep along the north side of Main Street, across from the City Hall, which is defined as "HI - Civic Centre (Protected)". These zones are illustrated on Map 3.

Uses permitted in the Central Business District zone include any residential, institutional or public uses, commercial uses with but few limitations, and some manufacturing or industrial uses of very limited size and type. Maximum height is 10 storeys and/or 120 feet, or greater if within a 75° light angle. Fifteen-foot minimum rear yards are required, plus side yards for residential buildings only. The maximum floor area ratio is 11 to 1, with a bonus permitted in conjunction with the development of large lots.

The Civic Centre Protected zone permits hotels, most public uses including libraries, art galleries, observatories, etc., and a variety of common commercial uses, subject to some restrictions but including offices and private parking garages. Height limits are 4 storeys or 55 feet without sideyards, and unlimited when 10-foot setbacks are provided above the fourth floor. The minimum rear yard is 10 feet while the maximum permitted floor area ratio is 8 to 1.

Parking requirements apply equally to both zones. Commercial floor space in excess of 5,000 square feet requires one parking space for each additional 500 square feet. The standard for places of assembly is one parking space for every ten persons of maximum permitted capacity. One off-street loading space is required for every 20,000 square feet (in excess of 3,000 square feet) of floor area used for commercial and industrial purposes or for other purposes involving frequent loading or unloading.

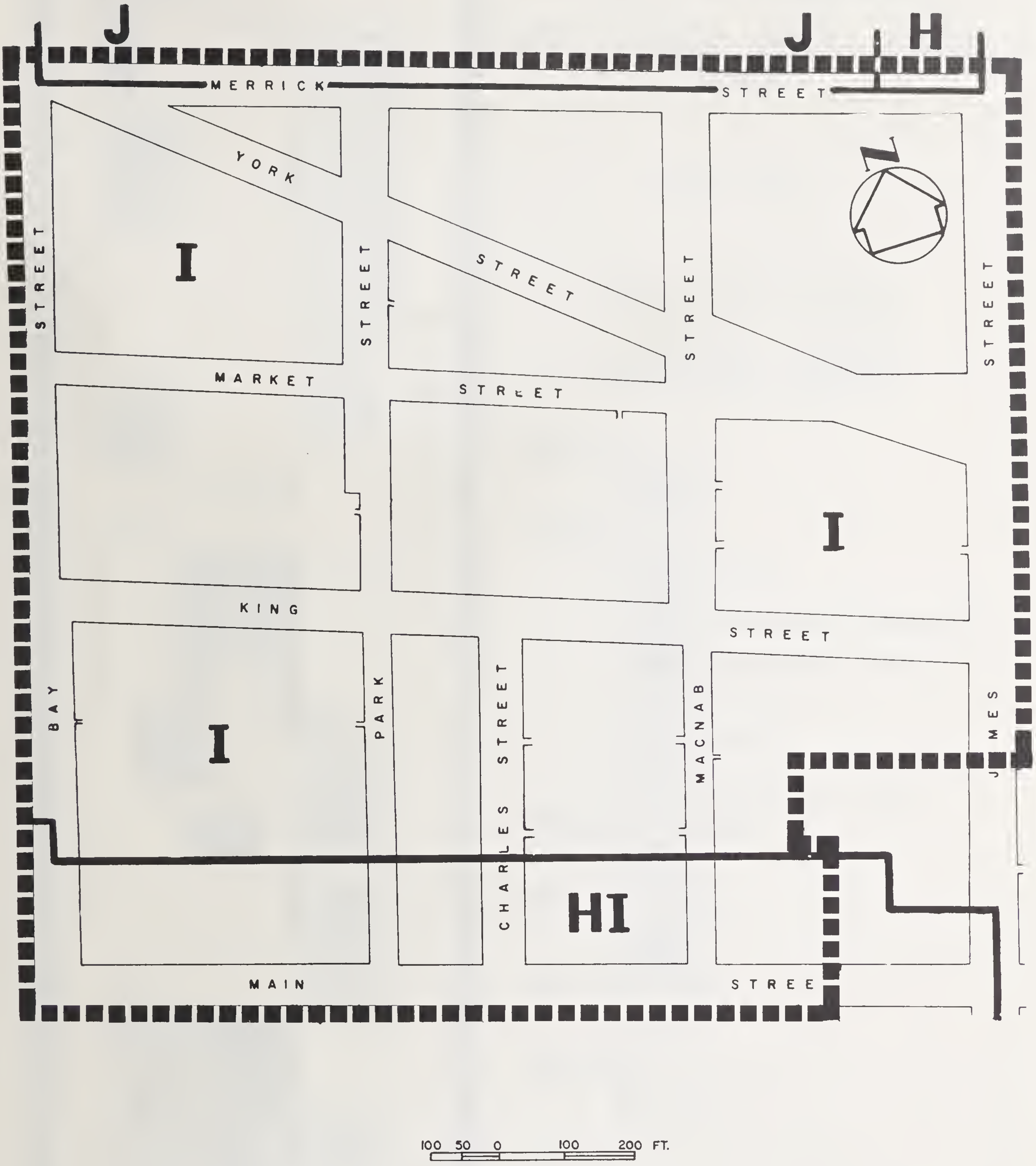
The Official Plan for the City of Hamilton defines the whole area as commercial; no further policies or definitions can be specified due to the absence of any text in the Plan.

(e) Existing Land Use

The significant feature of land use in the Civic Square is the great variety and intermixture of uses. These range from high-quality store and office space, associated with the core of the central area, down to warehouse, manufacturing, and wholesale uses in seriously dilapidated buildings (see Map 4).

The blocks on King Street between James and Macnab Streets contain a number of retail shops and a few service stores such as restaurants. These are generally high-quality businesses, paying relatively high rents because of their good location within the C.B.D., and are in old buildings which have been renovated in terms of their ground floor space and façade.

A great variety of lower quality retail stores are scattered along the remainder of King Street as well as on other streets in the area (particularly York Street). The level of rent which they can support is generally in inverse proportion to the distance from the prime corner of King and James Streets. Most of these are small owner-operated businesses, frequently long-established, and offer varied and specialized products at low cost and with low profits. They occupy old converted buildings varying in condition from fair to very poor. A small amount of space is used for offices, mostly on the upper floors of buildings scattered throughout the renewal area.



CITY OF HAMILTON

CIVIC SQUARE URBAN RENEWAL SCHEME

MAP NO. 3

EXISTING ZONING

I - CENTRAL BUSINESS

HI - CIVIC CENTRE (PROTECTED)

H - COMMERCIAL

J - LIGHT AND LIMITED HEAVY INDUSTRIAL

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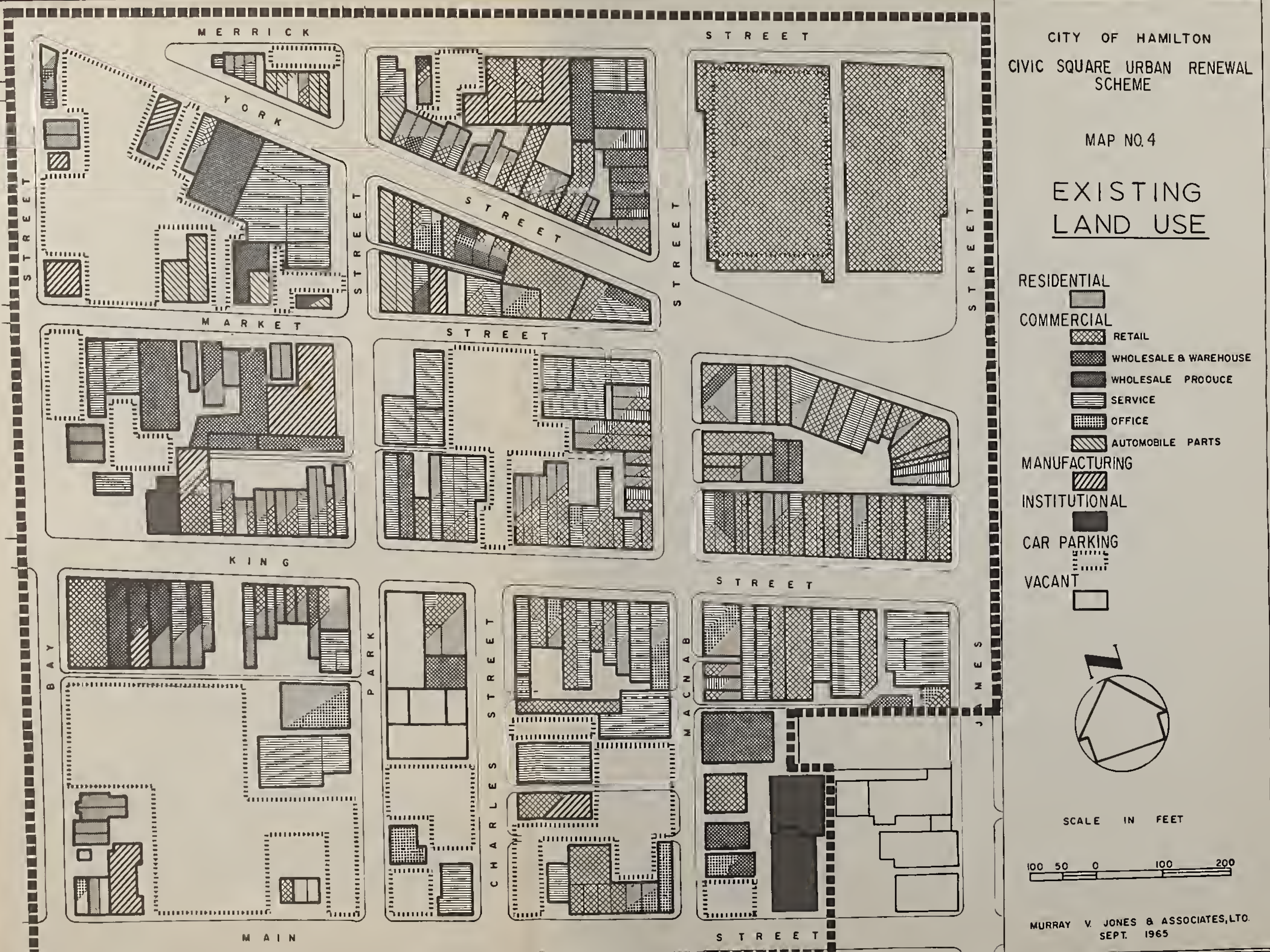

CITY OF HAMILTON

CIVIC SQUARE URBAN RENEWAL SCHEME

MAP NO. 4

EXISTING LAND USE

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SEPT. 1965

The greatest variety of land uses and the buildings in poorest condition are to be found in the blocks furthest removed from James Street. A large amount of space is devoted to parking lots, particularly near the City Hall on Main Street. Manufacturing operations are scattered throughout the area, often on upper floors, while wholesale and warehouse operations are also in dispersed locations. Almost all of these operations occupy obsolescent buildings whose main attraction is low rent. A number of wholesale produce operations are located close to the Central Market, some of this space being refrigerated and most of it having 'drive-in' truck loading.

Several automotive parts distributors are located in the vicinity of Park Street North, most of them occupying all floor levels of old, converted and dilapidated buildings. Their primary needs are for a reasonably central location, adequate parking space and a location close to their competitors, all of which helps to account for their grouping in this area.

Mixed in with these commercial-industrial uses are a few old houses and some apartments on upper floors over stores. These at present accommodate about 500 people but are mostly in poor condition and have substandard features.

Three large buildings included in Civic Square have been recommended for retention. These are: the Canadian Imperial Bank of Commerce Building at King and James Streets (a recently modernized 10-storey office building), Eaton's department store at York and James Streets and the combined Central Market and Garage at York and Macnab Streets. The Market Garage is the only publicly owned building in the Civic Square area.

(f) Traffic, Parking, and Pedestrian Activity

(1) Traffic Volumes

The Civic Square area includes several one-way arterial streets: Main and King Streets, which carry most of the eastbound and westbound traffic respectively; James and Bay Streets which are the predominant southbound and northbound roads; and York Street, which serves as a primary access from the northwest. Other streets in the area serve as collector or local roads and carry much lower volumes of traffic.

Total daily traffic volumes for all streets are shown in Table 1 and range from about 20,000 per day for King and Main Streets down to 1,000 per day on Market Street. The volumes and turning movements at major intersections have been obtained from traffic flow diagrams prepared by the Traffic Department of the City of Hamilton. The results of these surveys, which are illustrated on Map 5, are subject to considerable variation due to the extended period of time in 1964 and 1965 when the counts were taken.

Table 1 - Vehicular Volumes (24-Hour) - 1964 and 1965

Street	Estimated Traffic Volume
Main	23,000 to 31,000
King	14,000 to 23,000
James	10,000 to 18,000
York	8,000 to 10,000
Bay	6,000 to 10,000
Merrick	4,000
Macnab	4,000
Charles	4,000
Park	3,000
Market	1,000

Source: City of Hamilton Traffic Department

The map of traffic movements shows the large number of turning movements on and off King and Main Streets at every intersection in the Civic Square area. The remaining major turning movements relate to York Street where a large number of cars turn north onto Macnab or Bay Streets or turn south onto Park or James Streets.

(2) Traffic Accidents

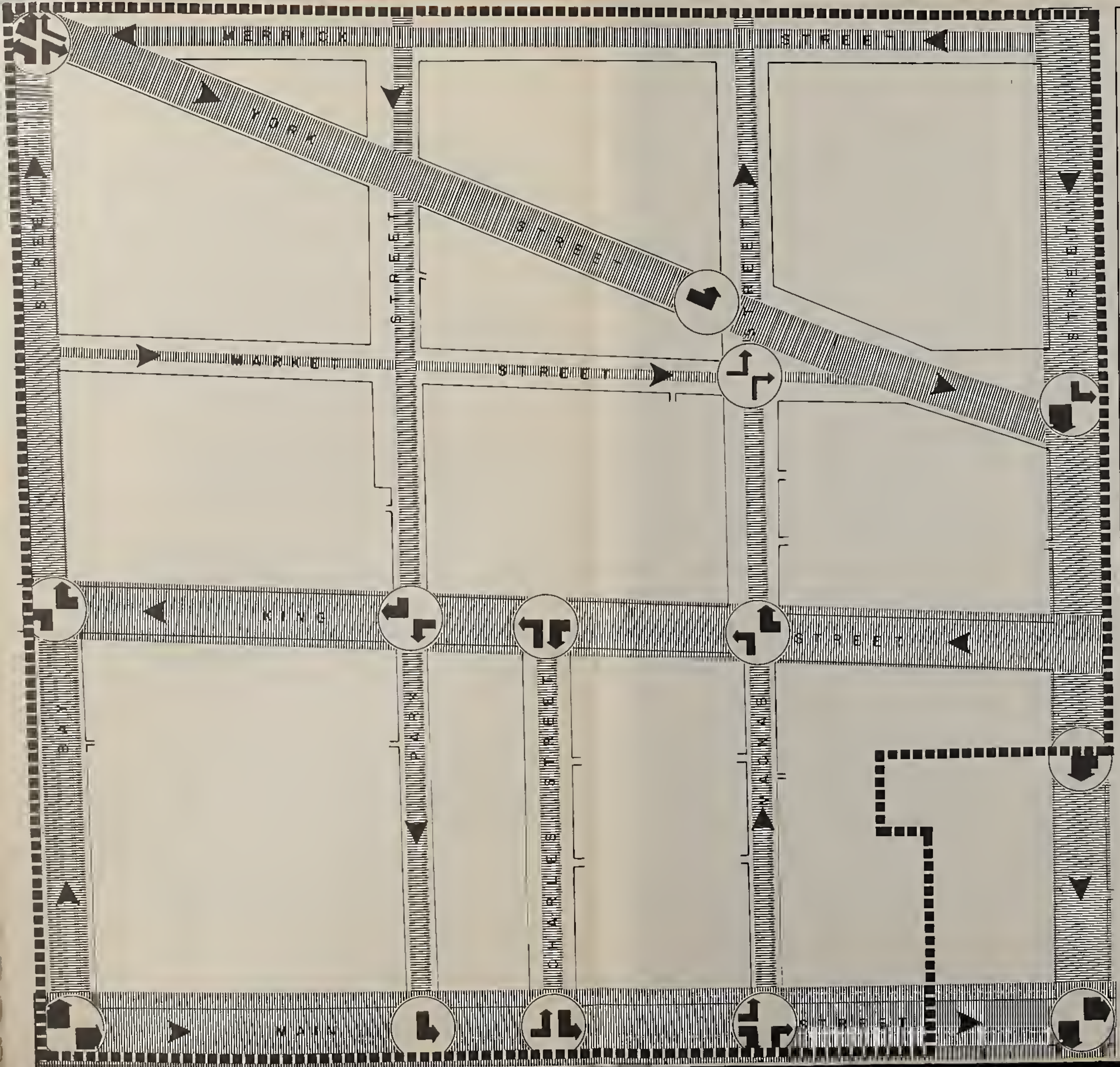
The location of all motor vehicle accidents in Hamilton in 1961 has been plotted on a map in the Hamilton Area Transportation Study. This map (Figure 13, page 27 of the Study) clearly indicates the high concentration of accidents in the centre of downtown Hamilton including Civic Square, with the intersections of James with King and Main Streets

CITY OF HAMILTON

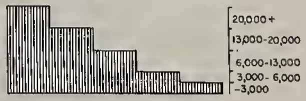
CIVIC SQUARE URBAN RENEWAL SCHEME

MAP NO.5

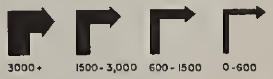
EXISTING VEHICULAR MOVEMENTS



TRAFFIC VOLUMES



TURNING MOVEMENTS



SOURCE - TRAFFIC FLOW DIAGRAMS
CITY OF HAMILTON TRAFFIC DEPARTMENT

ONE WAY TRAFFIC

SCALE IN FEET

100 50 0 100 200

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having the most accidents.

In 1961, 312 accidents in the Civic Square area represented 4.1% of the city total. Between 1961 and 1964, city accidents increased by 32% overall but by only 18% in the 12-block downtown area. By 1964, the proportion of total city accidents represented by those occurring in Civic Square (367 accidents) had dropped to 3.7%.

(3) Parking

The results of a 1965 parking survey of off-street private and public parking facilities are shown on Map 11 of the Central Hamilton Urban Renewal Study and are summarized below:

Table 2 - Existing Off-Street Parking

Public Transient Spaces (including 560 in the Market Garage)	1,312
Private Spaces for Customers or Employees	243
Total	1,555

Except for the Market Garage, most of these parking spaces are in lots near Main or Bay Streets, which means increased walking distances to the primary centre of demand at King and James Streets. However, due to the low prevailing charges for all-day parking, these parking lots serve a substantial number of people working in the central downtown area either in the eastern fringe of Civic Square or on the east side of James Street beyond the Civic Square area.

As illustrated on Map 12 of the Central Hamilton Urban Renewal Study, parking is prohibited at all times on both sides of Main Street and on the south side of Market Street. It is also prohibited on portions of Merrick, York, King, Park and Macnab Streets. In addition, "no stopping" restrictions are in force on the following streets:

Between 4:30 to 6:00 p.m.

- north side of Main Street
- south side of King Street
- west side of Park Street (between King and Market Streets)

At all times

- east side of Bay Street
- west side of James Street
- west side of Park Street (between Main and King Streets)
- east side of Macnab Street (between York and Merrick Streets)

Metered parking is permitted out of rush hours on most non-restricted streets in the Civic Square area. These include:

- south side of Merrick Street (between Macnab and Bay Streets)
- north side of Market Street (between Macnab and Bay Streets)
- north side of King Street (between Macnab and Bay Streets)
- south side of King Street (between James and Bay Streets)
- north side of Main Street (near Bay Street)
- south side of Market Square
- both sides of York Street (between Macnab and Bay Streets)
- west side of Macnab Street (between King and Market Streets)
- east side of Park Street (between King and Merrick Streets)
- west side of Park Street (between Market and Merrick Streets)
- east side of Charles Street (between King and Main Streets)

The use of parking space in the Civic Square area is discussed in detail in the Central Hamilton Urban Renewal Study.

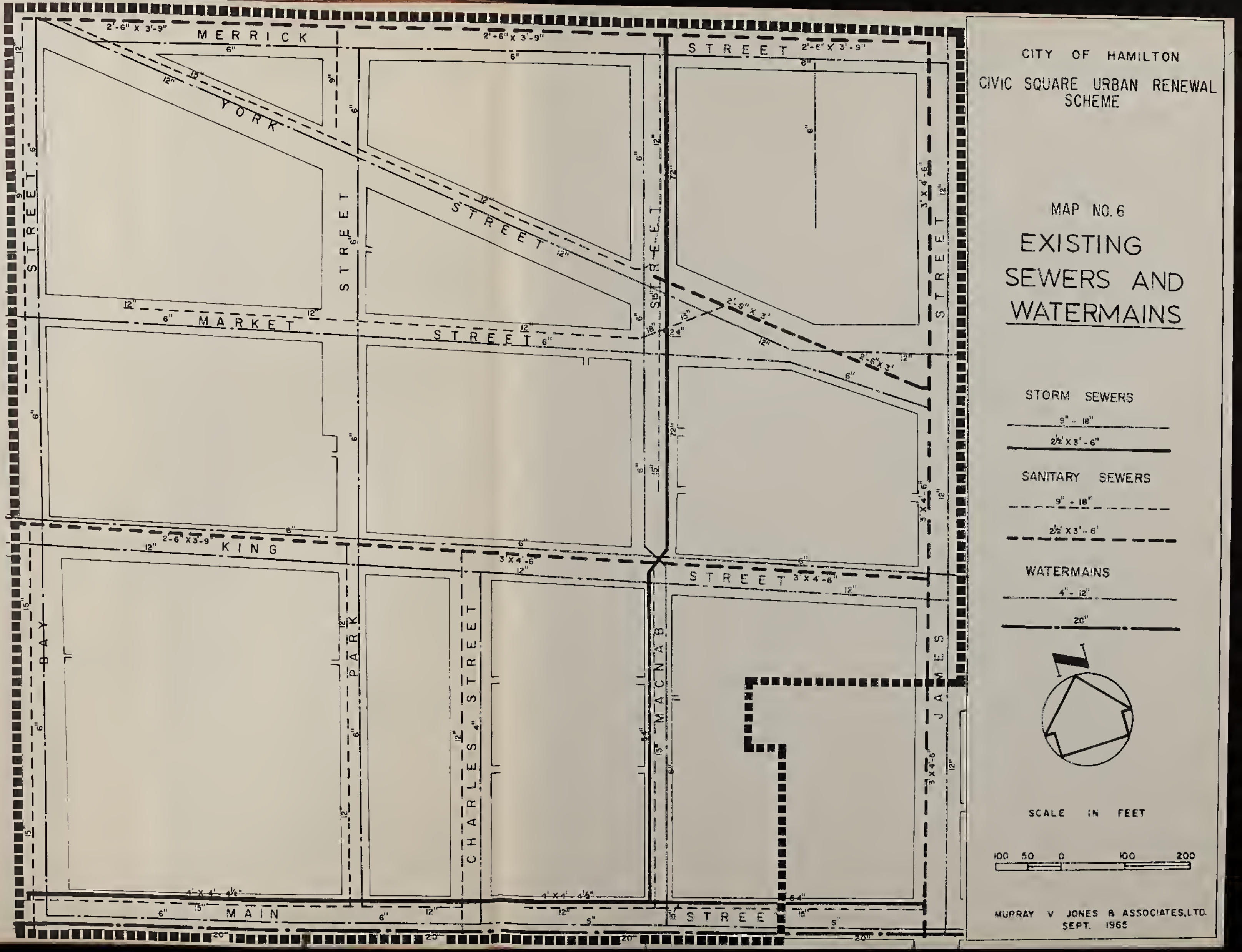
(4) Pedestrian Volumes

Pedestrian traffic is extremely heavy at the intersection of James and King Streets, an area which is considered to be the centre of activity in downtown Hamilton. The concentration of shoppers and the resulting pedestrian traffic diminishes rapidly with increasing distance from this general area. Daytime pedestrian activity is relatively light along Park, Charles, Market, Main, and Bay Streets, which are all relatively distant from the centre of downtown and have few stores.

2. EXISTING PUBLIC SERVICES

(a) Utilities

Storm and Sanitary Sewers. The Civic Square area is presently served by a number of combined storm and sanitary sewers of advanced age and limited capacity. The system consists of a 2'6" x 3'9" sewer on Merrick Street, a 3' x 4'6" sewer on James Street, a 2'6" x 3' sewer on York Street between Macnab and James Streets and a 3' x 4'6" sewer on King Street. The remaining streets in the area are served (as illustrated on Map 6) by a number of local 9-inch to 15-inch sewers, also of the



CITY OF HAMILTON

CIVIC SQUARE URBAN RENEWAL SCHEME

MAP NO. 6

EXISTING SEWERS AND WATERMAINS

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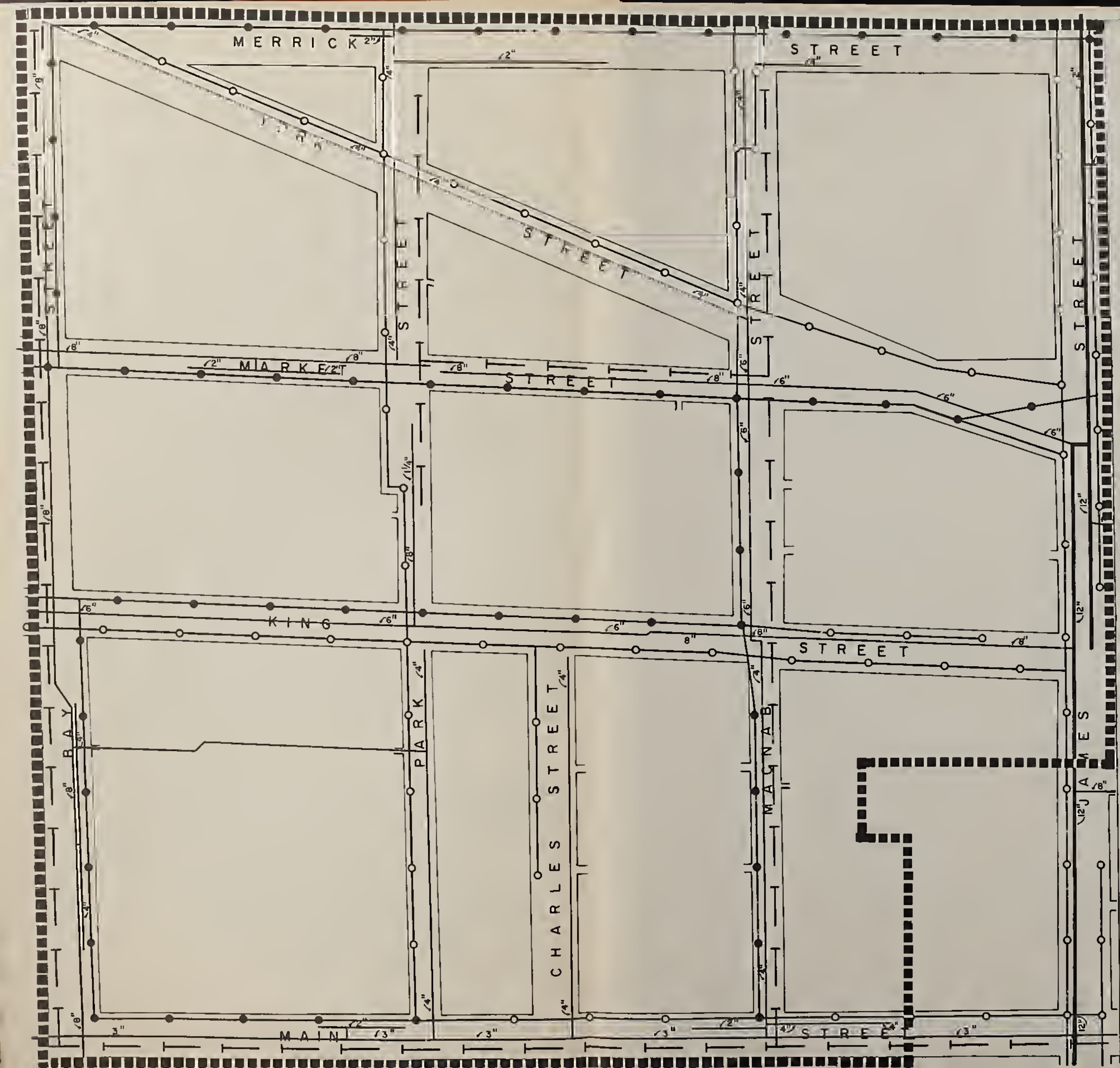

CITY OF HAMILTON

CIVIC SQUARE URBAN RENEWAL
SCHEME

MAP NO 7

EXISTING
GAS, HYDRO AND
TELEPHONE LINES

UNDERGROUND TELEPHONE
CONDUIT

UNDERGROUND HYDRO CABLE

MAIN CABLE

REGULAR CABLE

GAS LINES

1¼"- 12"

12"

SCALE IN FEET

100 50 0 100 200

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combined variety. The only single purpose sewers in the Civic Square area are a 4' x 4'4-1/2" storm sewer along Main Street and a 54-inch to 72-inch storm sewer on Macnab Street.

Water Mains. The distribution of water within the Civic Square area is effected by a system of local 4-inch and 6-inch mains with 12-inch mains on York Street and James Street and a 20-inch trunk water main on Main Street. The system, illustrated on Map 6, is old but in basically sound condition and of adequate capacity to meet current and anticipated future demands.

Natural Gas. The natural gas mains are shown on Map 7 and consist of a series of 1-1/4-inch to 8-inch mains related to 16-inch and 12-inch mains on Main Street and James Street respectively. The United Gas Company has indicated the system to be adequate to meet any potential demands.

Hydro. The distribution of hydro-electric power in the Civic Square area is presently underground. The Hamilton Hydro-Electric System facilities are also shown on Map 7 and consist of main cables on Main, Bay, King, Macnab and Merrick Streets; the remainder of the system is oriented to local service. No changes are required in capacity to meet additional demands.

Bell Telephone. The Bell Telephone Company of Canada has primary underground conduits on Main, Bay, and Macnab Streets with the balance of the system providing local service. No substantial changes are required for potential increased demand.

(b) Roads and Sidewalks

The basic street system within the Civic Square area is summarized in Table 3 and illustrated on Map 8. The table provides an inventory of right-of-way, roadway and sidewalk widths as well as the estimated number of remaining years of life of each facility.

The roadways are divided in function among arterial, collector and local and their relation to the greater area is illustrated on Map 9 of the Central Hamilton Urban Renewal Study. James, King, Main and York

Table 3 - Road and Sidewalk Inventory

Street	Location		Street Allowance	Pavement Width	Estimated Remaining Life	Sidewalk Conditions					
	From	To	ft.	ft.	yrs.	Side	Width ft.	Estimated Remaining Life yrs.	Side	Width ft.	Estimated Remaining Life yrs.
Arterials											
James St.	Main	King	66	48	20	E	12.5	20	W	17	20
James St.	King	York	66	48	5	E	12.5	25	W	12.5	25
James St.	York	Merrick	66	48	5	E	12.5	25	W	12.5	25
King St.	Bay	Park	60-66	42	0	N	13	0	S	13	0
King St.	Park	Charles	60-66	50	0	N	13	0	S	13	0
King St.	Charles	Macnab	60-66	50	0	N	13	0	S	13	0
King St.	Macnab	James	60-66	50	0	N	13	0	S	13	0
Main St.	Bay	Park	66	56	20	N	6	20	S	6	20
Main St.	Park	Charles	66	56	20	N	6	20	S	6	20
Main St.	Charles	Macnab	66	56	20	N	6	20	S	6	20
Main St.	Macnab	James	66	50	10	N	6	0	S	6	0
York St.	Bay	Park	66	40	3	N	10	0	S	12	0
York St.	Park	MacNab	66	40	5	N	10	0	S	10	0
York St.	Macnab	James	-	Variable	0	N	10	25	S	-	0
Collectors											
Bay St.	Main	King	-	29	20	E	5	20	W	5	20
Bay St.	King	Market	-	30	15	E	5	15	W	5	15
Bay St.	Market	York	-	30	15	E	5	15	W	5	15
Merrick St.	Bay	Park	66	39	10	N	12	0	S	12	0
Merrick St.	Park	Macnab	66	44	10	N	12	0	S	12	0
Merrick St.	Macnab	James	66	44	10	N	12	0	S	12	10
Macnab St.	King	York	40	38	0	E	12	0	W	12	0
Macnab St.	York	Merrick	66	45	15	E	12	15	W	12	15
Local Streets											
Macnab St.	Main	King	40	24	-	E	7	10	W	7	10
Charles St.	Main	King	60	40	0	E	5	0	W	5	0
Park St.	Main	King	40	27	15	E	5	15	W	5	15
Park St.	King	Market	40-66	30	0	E	7-10	0	W	6.5	0
Park St.	Market	York	40-66	30	0	E	10	0	W	13	0
Park St.	York	Merrick	66	34	0	E	7	0	W	11.5	0
Market St.	Bay	Park	50-66	26	0	N	6	0	S	6	0
Market St.	Park	Macnab	50-66	29	3	N	10	0	S	10	0

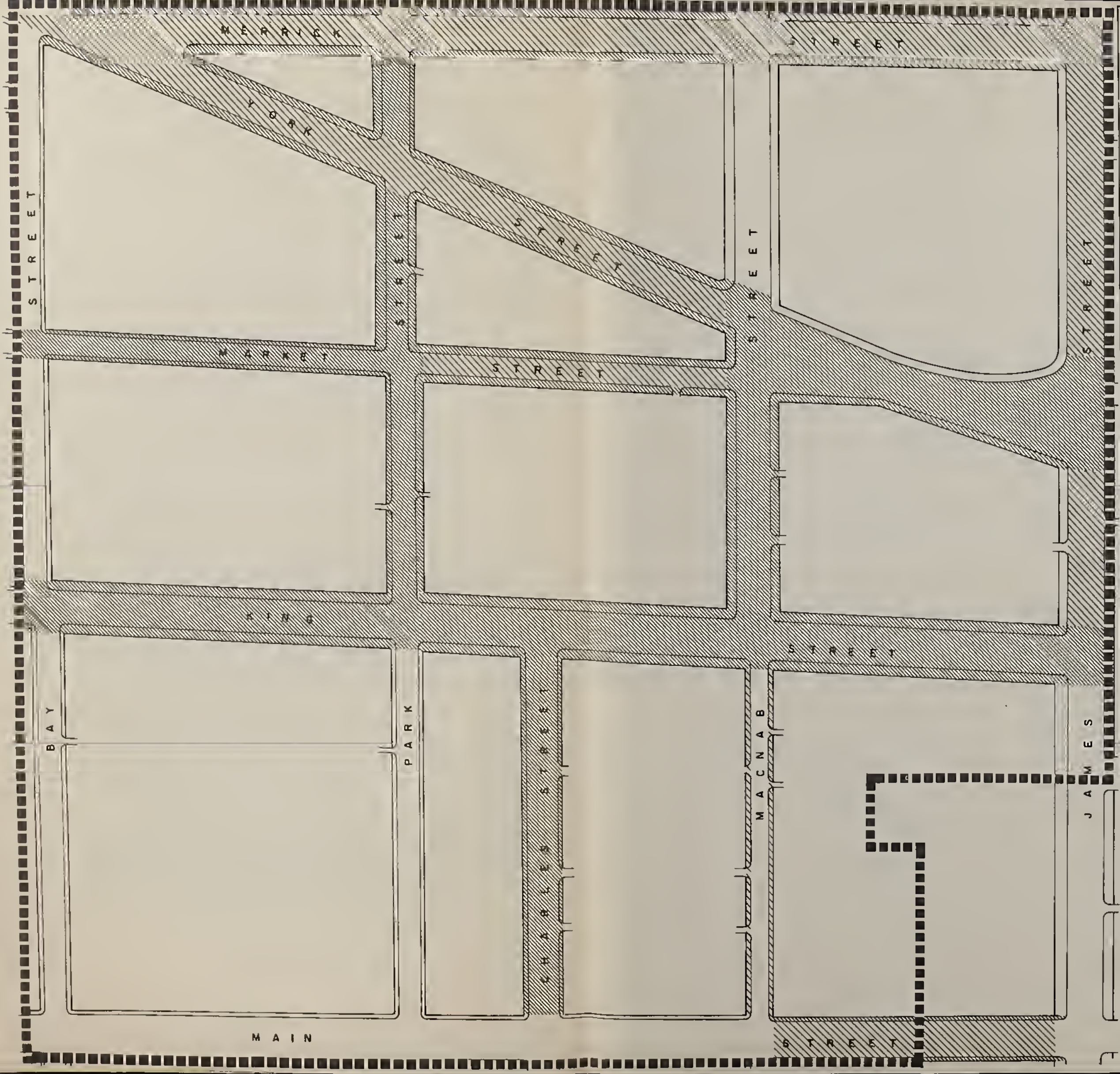
Source: Department of Engineering, City of Hamilton

CITY OF HAMILTON

CIVIC SQUARE URBAN RENEWAL SCHEME

MAP NO. 8

ROAD AND SIDEWALK INVENTORY



ESTIMATED REMAINING LIFE

☐ 15 YEARS OR OVER

▨ 3 - 10 YEARS

▨ 0 YEARS

SCALE IN FEET

100 50 0 100 200

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Streets are designated arterial roads; Bay, Merrick and Macnab Streets (part only) are designated as collector roads and the remainder of Macnab along with Charles, Park and Market Streets are classed as local streets.

Of the total of 2.4 miles of pavement in the area 35% has zero years of remaining use, 30% has from 3 to 10 years remaining use and the balance has 15 years or more. Virtually all of these roadways are constructed of asphalt over a concrete base with portions of Macnab Street and all of Market Street being asphalt on a granular base. The sidewalks are in worse condition than the roadway pavement, with half of the 4.4 miles of concrete sidewalks and curbs having zero years of remaining use, 10% with 3 to 10 years and 40% with 15 years or more. It is obvious from these figures that over half of the total length of pavement and sidewalk within the Civic Square area is in need of more or less immediate reconstruction.

(c) Public Transportation

The Hamilton Street Railway Company provides bus service for the entire city including 14 routes which relate to the Civic Square area. Route 21 (York) loops within Civic Square, travelling on York, James, King, Macnab and Merrick Streets. Route 3 (Bay Front) runs south on James and returns on Macnab Street. Routes 2 and 8 (Barton and King) travel west on King Street, south on Charles and return east on Main Street while two further routes (5 - Delaware-Main West; 14 - Sanatorium) pass through Civic Square along King Street. In addition, the two boundary streets, Main and James Streets, carry several bus routes each (5, 9, 11, and 14 on Main Street and 1, 7, 9, 16, 17 and 18 on James Streets).

The distribution of bus routes within the wider area is shown on Map No. 9 of the Central Hamilton Urban Renewal Study; the location of the above routes with respect to the Civic Square area are illustrated on Map No. 9 in this report.

(d) Community Services

With the exception of the Evangel Tabernacle at 40 Market Street and the shopping facilities along York, Market, James and King Streets, all community services for the Civic Square area are located outside its boundaries.

Educational. Hess Street and Central Public Schools accommodate the children residing to the north and south of King Street respectively; Ryerson Senior Public and Westdale Secondary Schools also serve the area. All separate school children attend St. Mary's School with the exception of one child residing within the St. Charles School zone to the east and south of Park and Main Streets.

Recreational. The various park and recreational facilities serving the vicinity of Civic Square have been described in the Central Hamilton Urban Renewal Study. The nearest facilities are as follows:

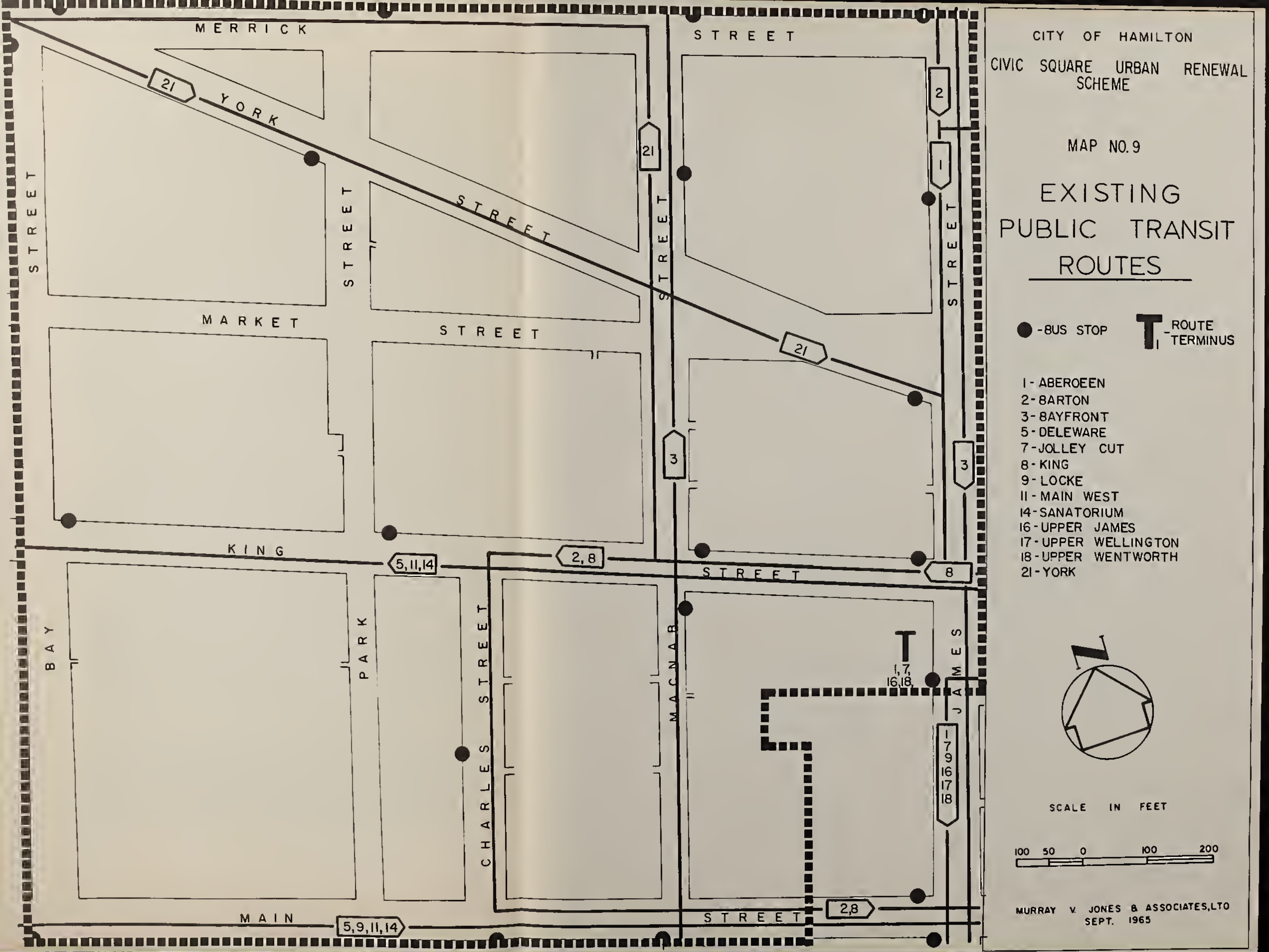
Wilcox Playground, 0.7 acres on Cannon Street between Caroline and Bay Streets;

Wesley Community Centre, John and Rebecca Streets;

Y.M.C.A., 79 James Street South;

Y.W.C.A., presently at 17 Main Street West but a plan to erect a 5-storey building at Macnab and Hunter Streets is underway.

Social. The area is also served by several private social agencies and by the City of Hamilton Health and Welfare Departments. The Hamilton Health Department assesses Civic Square as one of the city's poorer housing areas in that apartments over stores, particularly on King Street and Market Square, receive little or no maintenance. Many of the Department's complaints concerning vermin, cockroaches etc. come from this area. It is also noted that the large number of rooming houses in the area, which are licensed and inspected by the Department, barely meet their minimum standards. Overcrowding is considered no more serious here than in other districts since there are numerous elderly persons rooming in Civic Square who are content to live centrally in one or two rooms.



CITY OF HAMILTON

CIVIC SQUARE URBAN RENEWAL SCHEME

MAP NO. 9

EXISTING PUBLIC TRANSIT ROUTES

● - BUS STOP

T - ROUTE TERMINUS

1 - ABERDEEN
2 - BARTON
3 - BAYFRONT
5 - DELEWARE
7 - JOLLEY CUT
8 - KING
9 - LOCKE
11 - MAIN WEST
14 - SANATORIUM
16 - UPPER JAMES
17 - UPPER WELLINGTON
18 - UPPER WENTWORTH
21 - YORK

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In 1964, the Hamilton Welfare Department reported 79 families with 333 dependents and 2 individuals receiving welfare assistance in the district bounded by James, King and Locke Streets to the Bay. While the Civic Square area is only partly contained in these boundaries, it is interesting to note that the social survey of August 1965 shows 5 families with 13 dependents and 2 individuals receiving some form of welfare assistance. The low proportion of family recipients and high proportion of individual recipients in Civic Square as compared to the larger district reflects the predominantly childless and non-family household occupancy of the Civic Square area.

Protectional. The Central Station of the Hamilton Police Department which serves the area is located at 125 King William Street. There is no meaningful information on the incidence of crime in the area, although the Department has provided data on traffic accidents, which is summarized in an earlier portion of this report.

The Hamilton Fire Department serves the area from its Central Fire Hall at 59 King William Street and No. 5 Fire Hall at 11 Napier Street. Alarms in the Civic Square area receive the maximum response in equipment, generally 3 pumpers, an elevated tower platform and an emergency unit.

Over the last fifteen years, there have been approximately 340 fires in this area, or roughly 20 a year. The greatest proportion (33%) have occurred along King Street with a relatively high incidence of fire in Market Square and on York Street (16%). The Department assesses Market Square as a major problem in fire prevention due to the congestion of small buildings with steep, narrow stairwells and upper apartments with rear lane access.

Considering the fact that only 0.3% of all city structures are located in Civic Square, the area represents a relatively high proportion of Hamilton fires annually. In 1964, the average of 20 fires in Civic Square represented 2% of the total of 1,179 fires which occurred in Hamilton.

Other Facilities and Services. While the area is conveniently located to churches of all denominations and to the central public library, the institutional facilities (hospitals, jail etc.) are further removed to the south and east of the Civic Square area.

3. RESIDENTIAL CHARACTERISTICS

Although the Civic Square area is predominantly commercial, it does contain a relatively small residential component. To measure this component, a survey was conducted to determine the number and nature of the area's residents.

(a) Method of Survey

A questionnaire (see Appendix I) was designed to provide information on family composition, marital status, age, school attendance, employment and income as well as present and future preferred accommodation.

The 12-block area was apportioned between four field teams, each team composed of two persons. One member of each team was responsible for interviewing every family and/or individual household within an assigned area and the other field member was responsible for the commercial component of the survey. Resident cooperation was asked in order that the size of any rehousing problem might be estimated. It was explained to those interviewed that it was not compulsory that all questions be answered and that any information given would be held in confidence. In this way, the Civic Square area was surveyed over a 3-week period in August, 1965 with a similar period devoted to a detailed analysis of the information collected.

A total of 201 households were contacted in the area, with detailed information obtained for 142 or 71%. These 142 households form the basis of the detailed analysis appearing later in this section. Of the remaining 59 households, vacant apartments accounted for 29, while data on the 30 other households was limited for the following reasons:

(1) families with definite plans to move within the next two-month period were not requested to provide information,

(2) the privacy of families who declined to answer questions was respected,

(3) families unavailable for interview on three successive calls were not contacted again, and

(4) rooming house and hotel residents were not interviewed due to their predominantly transient nature.

A breakdown of the 59 households is shown in the following chart along with the reasons for their exclusion from later tabulations.

Table 4 - Untabulated Households by Reason of Exclusion

Block Number	Moving in 2 Months	Declined to Answer	Unavailable for Interview	Rooming Houses	Vacant Apartments
40N	-1 Fam.				
40	-Fam. of 4		-Fam. of 2		
41		-Fam. of 2		-22 males -unknown no. of tenants no English spoken	1
42	-Rooming House & Operator -Fam. of 4 -Fam. of 5	-1 Adult -Fam. of 4	-Fam. of 2	-Unknown no. of tenants No English spoken	9
44N			-Fam. of 4 -Fam. of 4		2
44			-Fam. of 8 -Fam. of 2 -1 apt. no answer		5
45W				-Rooms over store, 21 persons with 16 over 60 yrs. old	
46	-Fam. of 5		-5-1 person households -Fam. of 2 -4 apts. no answer		11
47					1
Total Households Excluded	6	3	17	4	29

For similar reasons, some of the survey data for tabulated households does not appear in the detailed analysis. This is true of the last portion of Section 6 and of Section 7 of the questionnaire. While both sections show a similarity of reply throughout, Section 7 was completed only when the respondent's time permitted. They are summarized generally further on in the report, along with other less pertinent survey data.

(b) Presentation of Findings

Most households in the Civic Square area are located above stores in apartments or flats which generally rent for less than $75 a month. Few rents include complete services but most include at least heat and water.

About 60% of the area households are occupied by families, with 32% occupied by families with children. The average family household is small in size (3.3 persons) with children predominantly under 14 years of age (61%). About 63% of persons in families are in the labour force with over half employed in sales and service positions or in technical trades. Most of the remainder work either as labourers or are retired. About half of the working individuals in families receive less than $250 a month in income.

A high proportion of non-family households (72%) are maintained by one person only and these are occupied in equal measure by the retired pensioner and the younger single person. However, the majority of non-family residents are found in shared accommodation or in rooming houses (69%) with nearly half being over 60 years of age. Over half of the non-family labour force is retired with the remainder mainly labourers or in sales and service work. Approximately 77% of individuals receive less than $250 a month.

More than 16% of all Civic Square residents are over 60 years of age and retired and of these all but nine receive the old age pension. Few are employed and those at work are in sales or service positions.

From a relocation point of view, it would appear that the majority of families and senior citizens would be eligible for government-assisted housing. This subject is discussed at greater length in a following section of the report.

(i) Population Characteristics

Population totals, as well as age and sex characteristics, were available for 161 of the 201 households contacted. The distribution of this population throughout the Civic Square area is shown in Table 5. "Tabulated" population represents persons in 142 households for which information was complete enough to be analyzed in detail. Those households for which only population data was available have been included as "untabulated" to signify their exclusion from later tabulations. Data has been summarized on a block basis with block numbers shown on Map 10.

Excluding the unknowns, a large proportion (24%) of the area's population is over 60 years of age with male residents predominating. While the survey indicates a total of 487 persons in the area, it is reasonable to assume that the unknown number of residents in the two rooming houses and five apartments (for which no information was available) would increase this figure to over 500 persons.

To facilitate data analysis, the completed questionnaire forms were tabulated by two categories, the family (households consisting of two or more related persons) and the non-family household (households consisting of one or more unrelated persons). These tabulations, along with a legend of headings, terms and abbreviations used, appear in this section and provide the base for the following summary tables of population characteristics. The base sheets are designed to provide a separate entry for each family and/or non-family household residing in the area and in this way, cross-classifications not found in the summary tables may be quickly determined by referring to the base sheets (see Appendix II).

It should be noted that in some instances people declined to state their income. In these cases income was estimated by the interviewer, reference being made to the type and length of the person's employment.

Table 5 - Total Population Characteristics

	Block Number	Total Households	Total Population	Population			Age Groups					
				Male	Female	Not Stated	0-4	5-13	14-18	19-60	60+	Unknown
Tabulated Households	40N	7	30	12	9	9	6	6	3	15		
	40	13	28	15	13			2	2	21	3	
	41	23	69	29	25	15		5	6	28	15	15
	42	33	89	42	47		10	7	8	48	12	4
	43	19	92	66	20	6	2	9	2	57	22	
	44N	3	11	1	10					1	10	
	44	11	22	9	8	5	1	1	3	14	3	
	45W											
	45	7	18	9	9			1		16	1	
	46	13	24	7	13	4	4	1		9	10	
	47	13	25	12	12	1	1		1	17	6	
Sub-total		142	408	202	166	40	24	32	25	226	82	19
Untabulated Households	40N											
	40	1	2	1	1					2		
	41	3	24	23	1					2		22
	42	4	7	4	3			2		3	2	
	43											
	44N	2	8	6	2					4		4
	44	2	10	3	3	4	2	2		6		
	45W	1	21	10	11					5	16	
	45											
	46	6	7	4	3					2	5	
	47											
Sub-Total		19	79	51	24	4	2	4		24	23	26
TOTAL		161	487	253	190	44	26	36	25	250	105	45

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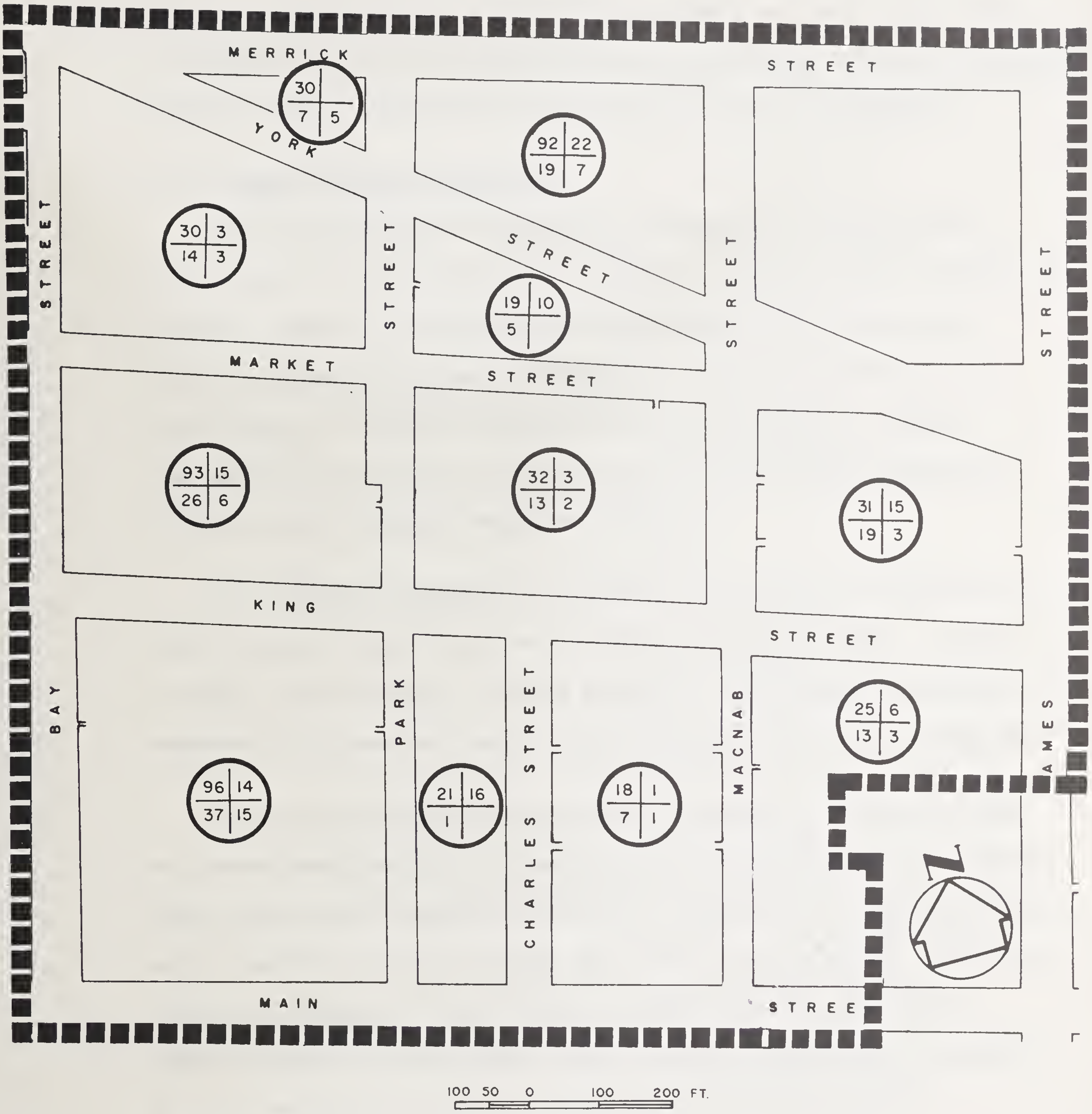
[1] Excludes 29 vacant households, 6 households about to move and 24 households for which no data were available.

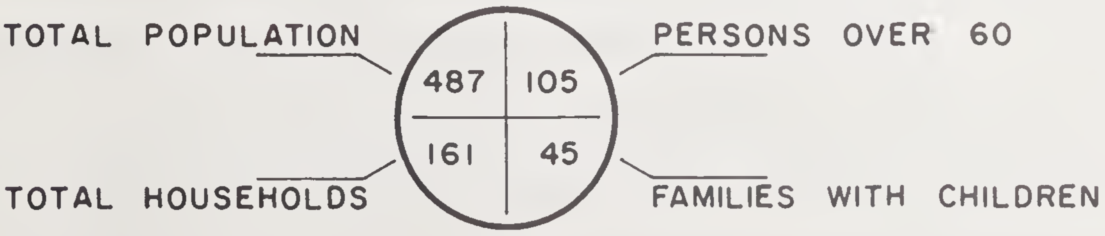


CITY OF HAMILTON

CIVIC SQUARE URBAN RENEWAL SCHEME

MAP NO. 10

POPULATION & SOCIAL CHARACTERISTICS



NOTE: "FAMILIES WITH CHILDREN" FIGURE REPRESENTS TABULATED FAMILIES ONLY. OTHER FIGURES INCLUDE UNTABULATED DATA, WHERE KNOWN.

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Nothing has been done about the omissions believed to occur in the 'living on invested income' and 'receiving financial assistance' columns, the personal nature of these subjects being a limiting factor in data collection.

(ii) Summary of Family Households

Of the 142 tabulated dwelling units predominantly located above stores, 85 are family households (see Table 6), families without children represent almost half (40 families) of this total, while families with one child account for another 20 households. Only 12 families have 3 or more children. A further indication of the many families of limited size residing in the area is the fact that 85% of the family households have fewer than 5 members (including lodgers).

The greatest proportion (57 children) of the area's 94 children are under 14 years of age, 33 of them attending elementary schools. Of those 14 years of age or older, 15 attend secondary or other schools while the remaining 22 children are mostly 18 years of age or more and are employed.

There are 110 family persons actively employed, primarily in sales and service positions and to a lesser degree, in professional and technical trades (the latter including those persons employed in the steel industry) and as labourers. Only 14 persons were found to be unemployed. Excluding lodgers, an average of 1.46 persons per family or 63% of the area's family population over 14 years of age is in the labour force as compared to a city average of 56% over 15 years of age in 1961 (D.B.S.).

Almost 54% of salaried persons and those with other income receive less than $250 a month while 28% receive under $167 monthly. Fewer than 23% have a monthly income of more than $334 with 6% receiving over $417 monthly.

Although family income would provide a better rent-to-income measure, the relatively broad income ranges prevent its calculation. It nonetheless appears that many family households, 76 of which are tenants, are spending less than 30% of their monthly income on rent. The data show that 85% of the households pay less than $75 a month rent and 33% less than $50,

SUMMARY OF FAMILY HOUSEHOLD CHARACTERISTICS

Table 6

CHARACTERISTICS	BLOCK TOTALS	BLOCK								
		40N	40	41	42	43	44	45	46	47
Total Number of Family Households	85	6	8	13	23	11	6	4	5	9
Total Number of Persons in Family Households	277	29	22	47	73	42	16	11	16	21
- Persons in two-parent families	215	29	18	30	55	27	13	9	16	18
- Children with two parents	69	17	4	8	19	9	3	1	6	2
- Persons in one-parent families	39		2	7	16	9	3			2
- Children with one parent only	25		1	5	10	6	2			1
- Lodgers in Family Households	23		2	10	2	6		2		1
- Lodgers related to family head	5					2		2		1
Total Number of 2 Person Households(4)	38	1	5	6	7	5	4	2	2	6
3	21			1	10	3	1	1	2	3
4	13	2	3	3	4			1		
5	4			2		1	1			
6	4	2			1				1	
7	3	1			1	1				
8 +	2			(10) 1		(11) 1				
Total Number of Families with Children	45	5	3	6	15	7	2	1	3	3
- Families with no children	40	1	5	7	8	4	4	3	2	6
- Families with 1 child	20		1	2	7	4		1	2	3
2 children	13	2	2	2	5	1	1			
3 children	4			2	1		1			
4 children	5	2			1	1			1	
5 children	3	1			1	1				
Children of pre-school age (0 - 4 yrs.)	24	6			10	2	1		4	1
Children at Public Elementary School	19	3	2	2	9		2		1	
Children at Public Secondary School	11	2	1	2	2	2	2			
Children at Separate Elementary School	14	2		3		8		1		
Children at Separate Secondary School	2			2						
Children at other schools	2			1						1
Children over 13 years of age - not at school	22	4	2	3	8	3			1	1
Persons in professional, technical job	30		4	6	9	4	1	2	1	3
Sales, Service	44	8	2	8	8	6	1	4	3	4
Construction, Manufacturing	9	1	1	2	2	1	2	1		
Manual Labour	22	2	3	2	2	2	1	1	1	1
Part-time Employment	5			1	1					3
Persons who are unemployed	14			2	2	1	1			1
retired	20			4	4	4			3	4
Persons receiving under $166 monthly(1)	39	2		8	12	3	1	2	3	8
between $167 - $249 monthly	36	2	3	7	16	2		1	3	2
" 250 - 333 "	33	5	4	2	8	5	3	1	1	4
" 334 - 416 "	22	2	3	4	3	4	2	1	1	2
over $417 monthly	10			3	2	2		3		
unknown	4			1	1	2				
Households receiving financial assistance(2)	13			1	8	1	1		1	1
Owner occupied households	9		1	3	3	2				
Tenant occupied households	76	6	7	10	20	9	6	4	5	9
No monthly rent paid (3)	11		1	2	5	2	1			
Monthly Rent under $25	2			2						
between $25 - $49	15			4	3	2	2		2	2
" 50 - 74	44	5	6	3	15	6	1	1	2	5
" 75 - 100	11		1	2		1	2	2	1	2
over $100	2	1						1		
Households where all services included	11		1	3	4	2		1		
Households seeking new quarters	9	3	1		3			1	1	

(1) Wage earner income and/or other income.
(2) Includes persons receiving Old Age Pension and Assistance.
(3) Represents owner-occupied households and free accommodation for janitorial services
(4) Includes Lodgers.

in comparison with the average 1961 city rent of $60 (D.B.S.). While only 11 households pay rent including complete services, most rents include heat and water; light and telephone charges would not increase rental rates appreciably.

While families are well distributed throughout the area, Block 42 contains a greater proportion of family households and families with children than any other block in the Civic Square area.

(iii) Summary of Non-Family Households

There are 57 non-family households in the area, 4 of which are rooming houses (see Table 7). The greatest proportion of this total (41) are one-person households, representative of the single working person and old age pensioner. Only 5 households have six or more members.

Over one-third(58) of the area's non-family residents are retired. The remainder (excluding 22 lodgers for which no information was available) are primarily employed in manual labour. Only one person is unemployed.

The high proportion of retired pensioners (52%) and labourers (20%) is reflected in the equally high proportion of persons with monthly incomes under $167 (54%) and between $167 and $249 (25%). Monthly rental charges appear to be in reasonable ratio to income as all but two households pay less than $75 rent and 58% pay less than $50. Although only 11 households pay rent which includes services, these households accommodate nearly half of the area's non-family residents.

While non-family households are dispersed throughout the area, the greatest concentration is found in Block 43 where three large rooming houses are located.

(iv) Summary of Senior Citizens

Of the 82 persons over 60 years of age residing in the Civic Square area, 22 single persons, 7 couples and 4 single family heads maintain their own household (see Table 8). Of the remaining 46 persons, 38 are in non-family households as lodgers or in shared accommodation with other pensioners, 2 live in related family households, and 2 are roomers.

TABLE 7 - SUMMARY OF NON-FAMILY CHARACTERISTICS

CHARACTERISTIC	Block Totals	BLOCK 40N	40	41	42	43	44N	44	45	46	47
Total Number of Households	57	1	5	10	10	8	3	5	3	8	4
Rooming Houses (1)	4	-	-	-	-	3	1	-	-	-	-
Total Number of Persons	131	1	6	22	16	50	11	6	7	8	4
Total Number of											
1 Person Households	41	1	4	6	7	5	1	4	1	8	4
2 " "	6	-	1	1	2	-	-	1	1	-	-
3 " "	2	-	-	2	-	-	-	-	-	-	-
4 " "	2	-	-	-	-	-	1	-	1	-	-
5 " "	1	-	-	-	1	-	-	-	-	-	-
6+ " "	5	-	-	1	-	3	1	-	-	-	-
Persons in											
Professional, Technical	9	-	3	1	2	1	-	1	1	-	-
Sales, Service	13	1	-	5	2	-	-	-	3	-	2
Construction, Mfg.	4	-	-	-	-	1	-	2	1	-	-
Manual Labour	22	-	1	2	1	17	1	-	-	-	-
Part Time Employment	2	-	-	-	1	-	-	-	1	-	-
Persons Who Are Unemployed	1	-	-	-	1	-	-	-	-	-	-
Retired	58	-	2	8	6	18	10	3	1	8	2
Unknown	2	-	-	-	-	2	-	-	-	-	-
Persons Receiving (2)											
Under $166 monthly	59	-	2	7	7	18	10	3	2	8	2
Between $167-$249	27	-	-	5	1	18	1	1	1	-	-
$250-$333	15	1	4	2	2	1	-	2	3	-	-
$334-$416	2	-	-	-	2	-	-	-	-	-	-
Over $417	5	-	--	1	1	2	-	-	1	-	-
Unknown	3	-	-	1	-	-	-	-	-	-	2
Persons Receiving Financial Assistance (3)	10	-	2	1	3	1	1	1	-	1	-
Owner Occupied Households	3	-	-	1	1	1	-	-	-	-	-
Tenant Occupied Households	54	1	5	9	9	7	3	5	3	8	4
No Monthly Rent Paid (4)	3	-	-	1	1	1	-	-	-	-	-
Monthly Rent under $25	2	-	-	-	1	-	-	-	-	-	-
Between $25 - $49	28	-	-	5	1	6	2	3	2	8	1
" $50 - $74	21	1	4	4	7	-	1	1	-	-	3
$75 - $100	2	-	1	-	-	-	-	-	1	-	-
Unknown	1	-	-	-	-	-	-	1	-	-	-
Households Where Services Included	11	-	-	1	1	4	-	-	-	5	-
Households Seeking New Quarters	5	-	-	-	2	-	-	1	-	2	-

---

(1) Some rooming houses are operated as part of a family household and are included in that section.
(2) Wage earner earnings and/or income
(3) Other than old age pension or assistance
(4) Represents owner occupied households and senior citizens residing with relatives.

Over 89% of these residents (73 persons) are retired and receive the old age pension with 8 of this number receiving additional financial assistance from other sources. The remaining persons, as well as one retired person employed on a part-time basis, are in sales and service work primarily.

With 73 persons receiving under $167 a month and only 53 persons paying less than $50 in rent, it would appear that the rent-to-income ratio for many non-family residents is unfavourable. This might be less likely if the 14 unknown rents were tabulated and the amount of additional financial assistance and invested income for 10 residents were known.

The greatest proportion of senior citizens resides in Block 43 (22 persons) and in Block 45W (21 persons) for which information was not available.

(v) Summary of Other Data

A total of 36 automobiles and 1 truck were reported as owned by members of the 204 area households and only 24 of these vehicles had off-street parking facilities. Private transportation to work is not a necessity for many area residents as 51% are within one mile and only 22% are more than three miles from their employment.

Few area households (20%) have been occupied for less than a year. This is particularly true of non-family households, of which 54% have been occupied for five years or more and 34% for from one to four years. The greater proportion of families, on the other hand, have moved to their present location within the first year (28%) and only 30% have been there longer than five years. An area distribution of the length of residency of the 204 tabulated households is shown in Table 9.

TABLE 8 - SUMMARY OF CHARACTERISTICS OF PERSONS OVER 60 YEARS OF AGE

CHARACTERISTIC	BLOCK TOTALS	BLOCK									
		40N	40	41	42	43	44N	44	45	46	47
Total Households	44	-	2	9	8	6	2	2	1	9	5
Total Number of Persons	82	-	3	15	12	22	10	3	1	10	6
A) Non-Family -											
in one person households	22	-	2	3	3	2	-	1	-	8	3
in other Non-Family households	38	-	-	7	2	16	10	2	1	-	-
those receiving old age pension	55	-	2	6	5	18	10	3	1	8	2
those receiving financial assistance	7	-	2	-	1	1	1	1	-	1	-
B) Family -											
in two person household	14	-	-	4	4	2	-	-	-	2	2
in other family households	8	-	1	1	3	2	-	-	-	-	1
those receiving old age pension	15	-	-	3	5	2	-	-	-	2	3
those receiving financial assistance	1	-	-	-	1	-	-	-	-	-	-
Persons in Professional, Technical Jobs -	-	-	-	-	-	-	-	-	-	-	-
Sales, Service	7	-	-	5	-	1	-	-	-	-	1
Construction, Manufacturing	-	-	-	-	-	-	-	-	-	-	-
Manual Labour	-	-	-	-	-	-	-	-	-	-	-
Part Time	2	-	-	-	2	-	-	-	-	-	-
Unemployed	1	-	-	-	1	-	-	-	-	-	-
Retired	73	-	3	10	10	21	10	3	1	10	5
Wage or Income											
Under $166	73	-	3	10	10	21	10	3	1	10	5
Between $167 - $249	6	-	-	4	2	-	-	-	-	-	-
" $250 - $333	2	-	-	-	1	1	-	-	-	-	-
" $334 - $416	-	-	-	-	-	-	-	-	-	-	-
Over $417	1	-	-	1	-	-	-	-	-	-	-
Unknown	1	-	-	-	-	-	-	-	-	-	-
Owner Occupied	3	-	-	1	1	1	-	-	-	-	-
Tenant Occupied	41	-	2	8	7	5	2	2	1	9	5
Monthly Rent (1) - None (2)	7	-	-	2	1	4	-	-	-	-	-
Under $25	14	-	-	7	4	-	1	-	-	2	-
Between $25 - $49	32	-	1	3	4	5	5	2	1	8	3
$50 - $74	15	-	2	3	3	-	4	-	-	-	3
Unknown	14	-	-	-	-	13	-	1	-	-	-
Seeking new Quarters	3	-	-	-	1	-	-	-	-	2	-

(1) Monthly rent is calculated on a per person basis when one dwelling unit is shared by two ot more pensioners.
(2) Representative of owner occupied households and lodgers with related families.

CHARACTERISTIC	BLOCK TOTALS	BLOCK								
		40N	40	41	42	43	44	45	46	47
Persons Receiving under $166 monthly (3)	39	2	-	8	12	3	1	2	3	8
Between $167 - $249 monthly	36	2	3	7	16	2	-	1	3	2
" $250 - $333 "	33	5	4	2	8	5	3	1	1	4
" $334 - $416	22	2	3	4	3	4	2	1	1	2
Over $417	10	-	-	3	2	2	-	3	-	-
Unknown	4	-	-	1	1	2	-	-	-	-
Households Receiving Financial Assistance (4)	13	-	-	1	8	1	1	-	1	1
Owner Occupied Households	9	-	1	3	3	2	-	-	-	-
Tenant Occupied Households	76	6	7	10	20	9	6	4	5	9
No Monthly Rent Paid (5)	11	-	1	2	5	2	1	-	-	-
Monthly Rent Under $25	2	-	-	2	-	-	-	-	-	-
Between $25 - $49	15	-	-	4	3	2	2	-	2	2
" $50 - $74	44	5	6	3	15	6	1	1	2	5
" $75 - $100	11	-	1	2	-	1	2	2	1	2
Over $100	2	1	-	-	-	-	-	1	-	-
Households Where all Services included	11	-	1	3	4	2	-	1	-	-
Households seeking New Quarters	9	3	1	-	3	-	-	1	1	-

(3) Wage earner income and/or other income
(4) Includes persons receiving old age pension and assistance
(5) Represents owner occupied households and free accommodation for janitorial services

TABLE 9 - FAMILY AND NON-FAMILY HOUSEHOLDS BY LENGTH OF RESIDENCY

		BLOCK									
CHARACTERISTIC	TOTAL	40N	40	41	42	43	44N	44	45	46	47
FAMILY HOUSEHOLDS											
under 1 year	24	2	4	1	10			1	1	3	2
1 - 4 years	36	2	1	6	6	8		3	2	2	6
5 - 10 years	11	2	3	2	3						1
over 10 years (1)	14			4	4	3		2	1		
PERSONS											
under 1 year	75	8	12	2	34			5	3	7	4
1 - 4 years	107	13	2	15	17	26		7	4	9	14
5 - 10 years	31	8	6	7	8						2
over 10 years	41			13	12	10		4	2		
NON-FAMILY HOUSEHOLDS (2)											
under 1 year	5			1	1	1				1	1
1 - 4 years	21	1	5	2	6	2		1	1	2	1
5 - 10 years	14			4	1	3	2	1		1	2
over 10 years	17			3	2	2	1	3	2	4	
PERSONS											
under 1 year	8		3	2	1					1	1
1 - 4 years	60	1	6	2	11	32		1	4	2	1
5 - 10 years	37			11	1	15	5	2		1	2
over 10 years	26			6	2	2	6	3	3	4	

(1) Excludes 22 Lodgers in Family Households

(2) When 2 or more persons shared a household for varying periods of time, the household was classified by the majority, the owner's length of residence or by the tenant of longest occupancy.

Section 6 of the questionnaire requested the type of accommodation preferred should renewal plans force the residents to relocate. Most families with children stated a preference for house accommodation, only five indicated they would build and ten others that they would try to rent a house. Of the remaining households, 51 definitely preferred an apartment or flat and the remainder was undecided about the type or location of possible future accommodation. Generally, those interviewed preferred a central location, and with the exception of Block 42 (where three households were definitely moving out of the area and three others were looking for new quarters) only 11 households were considering an immediate change in accommodation.

The response to Section 7 of the questionnaire was not sufficient to permit any general conclusions to be drawn concerning residents' feelings for their environment. Where the correspondent's opinions were obtained they were almost unanimously in favour of the area and their present accommodation. Most residents had few friends or relatives in the area; park and playground space was either completely unsatisfactory (families with children) or unimportant (non-family residents); street traffic was either no problem (long-time residents) or heavy (new residents); and all persons shopped locally.

4. COMMERCIAL-INDUSTRIAL CHARACTERISTICS

The potential displacement of the great number and variety of businesses in the Civic Square area could raise a serious relocation problem. To aid in assessing the problem and in formulating solutions, a survey of all businesses was conducted. An interviewer visited each business and inquired of the owner, manager or other responsible person about the size and adequacy of the building, amount of parking, rental, employment, length of occupancy, plans for expansion, relocation, or renovations, and opinions about the area. A copy of the survey form is included as Appendix III.

Table 10

SUMMARY OF COMMERCIAL AND INDUSTRIAL USES, FLOOR SPACE AND NUMBER OF EMPLOYEES

CHARACTERISTIC		TOTAL FOR CIVIC SQUARE	BLOCK NUMBER								
			40N ,40	41	42	43	44N	44	45W, 45	46	47(Part)(2)
RETAIL	- Number of Establishments(3)	95	2	6	4	9	10	13	10	35	6
	- Number of Employees	627	5	20	82	28	40	44	107	221	80
	- Total Floor Space (Sq.Ft.)	343,200	2,300	17,600	17,900	31,400	30,800	18,500	60,900	129,000	34,800
	- Basement	78,500	-	4,500	1,000	1,400	7,000	3,000	19,800	35,100	6,700
	- Main Floor	184,200	2,300	10,600	12,900	18,700	23,800	13,200	31,800	56,300	14,600
	- Upper Floors	80,500	-	2,500	4,000	11,300	-	2,300	9,300	37,600	13,500
SERVICE	- Number of Establishments	86	6	9	7	9	7	12	15	14	7
	- Number of Employees	647	94	26	29	26	40	59	125	98	150
	- Total Floor Space (Sq.Ft.)	345,200	29,500	15,700	33,700	25,800	19,400	47,900	83,700	31,400	58,100
	- Basement	36,400	3,000	1,600	2,000	200	-	4,600	4,800	6,100	14,100
	- Main Floor	146,200	16,500	14,100	20,700	18,000	8,100	15,700	28,700	10,900	13,500
	- Upper Floors	162,600	10,000	-	11,000	7,600	11,300	27,600	50,200	14,400	30,500
OFFICE	- Number of Establishments(3)	28	1		2	1	3	1	14	2	4
	- Number of Employees	207	1	-	10	3	15	10	118	10	40
	- Total Floor Space (Sq.Ft.)	47,700	200	-	6,600	1,000	7,200	3,000	17,200	8,000	4,500
	- Basement	1,800	-	-	--	-	-	-	1,800	-	-
	- Main Floor	16,900	200	-	6,000	-	-	-	8,400	800	1,500
	- Upper Floors	29,000	-	-	600	1,000	7,200	3,000	7,000	7,200	3,000
MANUFACTURING	- Number of Establishments(3)	12	3	2	2	2	1	1	1		
	- Number of Employees	197	20	40	78	10	8	11	30	-	-
	- Total Floor Space (Sq.Ft.)	89,300	13,800	28,000	19,000	11,000	2,500	9,000	6,000	-	-
	- Basement	5,000	3,000	-	2,000	-	-	-	-	-	-
	- Main Floor	39,800	7,800	10,000	5,000	11,000	1,500	4,500	-	-	-
	- Upper Floors	44,500	3,000	18,000	12,000	-	1,000	4,500	6,000	-	-
WHOLESALE	- Number of Establishments	12		3	5	2	1	1			
	- Number of Employees	89	-	29	41	4	N.A.	15	-	-	-
	- Total Floor Space (Sq.Ft.)	68,800	-	24,000	23,000	3,000	3,800	15,000	-	-	-
	- Basement	13,500	-	6,000	4,500	-	-	3,000	-	-	-
	- Main Floor	38,300	-	16,000	15,500	3,000	800	3,000	-	-	-
	- Upper Floors	17,000	-	2,000	3,000	-	3,000	9,000	-	-	-
WHOLESALE PRODUCE	- Number of Establishments	6	1			3	2				
	- Number of Employees	28	N.A.	-	-	18	10	-	-	-	-
	- Total Floor Space (Sq.Ft.)	48,000	7,000	-	-	29,000	12,000	-	-	-	-
	- Basement	9,500	-	-	-	3,500	6,000	-	-	-	-
	- Main Floor	23,500	7,000	-	-	10,500	6,000	-	-	-	-
	- Upper Floors	15,000	-	-	-	15,000	-	-	-	-	-
WAREHOUSE	- Number of Establishments(3)	5		1				1		2	1
	- Number of Employees	78	-	2	-	-	-	11	-	40	25
	- Total Floor Space (Sq.Ft.)	100,000	-	18,000	-	-	-	15,000	-	15,000	52,000
	- Basement	13,000	-	-	-	-	-	-	-	-	13,000
	- Main Floor	26,000	-	6,000	-	-	-	5,000	-	2,000	13,000
	- Upper Floors	61,000	-	12,000	-	-	-	10,000	-	13,000	26,000
AUTO PARTS	- Number of Establishments	7	4			1	1	1			
	- Number of Employees	47	17	-	-	3	25	2	-	-	-
	- Total Floor Space (Sq.Ft.)	57,500	25,500	-	-	3,000	11,000	18,000	-	-	-
	- Basement	4,000	-	-	-	-	-	4,000	-	-	-
	- Main Floor	26,000	12,000	-	-	1,500	5,500	7,000	-	-	-
	- Upper Floors	27,500	13,500	-	-	1,500	5,500	7,000	-	-	-
AREA TOTAL	- Number of Establishments(3)	251	17	21	20	27	25	30	40	53	18
	- Number of Employees	1,920	137	117	240	92	138	152	380	369	295
	- Total Floor Space (Sq.Ft.)	1,099,700	78,300	103,300	100,200	104,200	86,700	126,400	167,800	183,400	149,400
	- Basement	161,700	6,000	12,100	9,500	5,100	13,000	14,600	26,400	41,200	33,800
	- Main Floor	500,900	45,800	56,700	60,100	62,700	45,700	48,400	68,900	70,000	42,600
	- Upper Floors	437,100	26,500	34,500	30,600	36,400	28,000	63,400	72,500	72,200	73,000

(1) Excludes Block 46 (T.Eaton Co.Ltd. and the Central Market) and Floor space Date for Vacant Buildings in the Civic Square area.

(2) Excludes the Canadian Imperial Bank of Commerce Building.

(3) Floor Space for 4 establishments with several business activities was distributed between the appropriate categories. In each case, the establishment was recounted. The actual total number of establishments is 246.

Data on number of businesses, number of employees, and total floor area (separated into basement, ground floor, and upper floors) are summarized in Table 10 for each type of use in each block. Sub-totals for each block, sub-totals for each use and overall totals are also shown. Vacant and residential space was not included, nor did the survey include the three buildings (Eaton's, the Market Garage and the Canadian Imperial Bank of Commerce Building) that would obviously be retained. Table 10 shows that the total commercial-industrial floor space within the area is 1,100,000 square feet, with 343,000 square feet in retail use, 345,000 square feet in service use, 365,000 square feet in manufacturing, wholesale and warehouse uses, and the remaining 47,000 square feet in use as offices.

Of the total of 246 businesses in the area, the survey indicated that more space is needed, either now or in the future by 31, while another 10 desired "much more" space, generally because they anticipated greatly increased business. Three businesses needed less space and one would prefer much less. There were several small and three large ground floor stores vacant at the time of the survey. In view of the relatively small number of businesses needing or anticipating a need for more space and the vacancies noted, there seems to be no significant shortage of space in the area.

Of the 190 businesses reporting, eight are still at sites chosen before 1910, 21 chose their present sites between 1910 and 1930 and another 52 have been at their present locations for varying periods since between 1930 and 1950. In addition, many businessmen stated that they had been in the area, or in the same block, before their last move.

Seventy-three of the 251 owners of businesses in the Civic Square area also own the buildings which they occupy, while the remaining 178 are tenants. On a block-by-block basis, there is a significant variation in the proportion of ownership, with about 50% of the premises in the blocks near Bay Street (40 and 40N, 41, 42, and 43) being owned, while only about 20% of the businesses near James Street (in Blocks 44N, 44, 45 and 45W, 46 and 47) are owner-occupied.

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The surveys of commercial and residential properties included a question on rent, the results of which are summarized in Table 11. A majority of the tenants were willing to state their rent, but information on rental value was not sought from owner-occupiers. The quality of both owner-occupied and tenant-occupied space varied over a wide range but the general impression gained during the survey was that average quality was about the same for both. Therefore, average rental values can be considered representative for all buildings.

In calculating average rents, it was assumed that basement space is of no value, even though it is sometimes used for storage and very occasionally for sales space. Secondly, the blocks next to James Street and the portion of Block 44 fronting on Macnab Street were classed as the high-rent district, while the remaining area was classed as low-rent. The calculations indicate an average annual rental of $4.00 per square foot for retail and service space on the ground floor of the high-rent district and $1.15 for similar space on upper floors.

The average annual rent for ground-floor retail and service space in the low-rent district was initially calculated to be $1.65 per square foot but this average included several stores which are close to the high-rent district and which pay rents typical of that district. With these stores excluded, the average was recalculated at $1.07. It is believed that a maximum of $1.00 would be a more representative overall figure, since insufficient information was available on the vacant and underused storage space at the rear of a number of small stores. The average for upper floors is $0.32, based on the total floor area and total rent paid for only three seperate businesses. Many buildings with retail space on the ground floor have residential space above, for which the average rent is about $50.00 per month and an approximate estimate of gross floor area per apartment is 800 square feet. This corresponds to $0.75 per square foot per year. An overall average of $0.50 per square foot per year for upper floors in retail, service or residential use in the low-rent area has therefore been assumed.

The average annual rents of office space per square foot were calculated to be $2.90 on the ground floor and $1.20 on upper floors. The offices for which rent information was available are all near James Street and the high-rent district.

Annual rents for manufacturing, wholesale, and warehouse space averaged $0.90 per square foot on the ground floor and $0.50 on upper floors. While this average is based on very few samples, it is corroborated by the fact that these uses occupy the buildings which are obviously in the poorest condition, and generally most distant from the high-rent district.

Table 11 - Average Rental Levels

	Average Rent per Square Foot per Year	
	Ground Floor	Upper Floors
Retail and Service - High-Rent Area[1]	$4.00	$1.15
Office	2.90	1.70
Retail and Service - Low-Rent Area[2]	1.00	0.50
Manufacturing, Wholesale, Warehouse, etc.	0.90	0.50

[1] High-rent area is defined as Blocks 46 and 47 and part of Block 44

[2] Low-rent area includes all but the high-rent area.

5. FINANCIAL CHARACTERISTICS

The existing financial conditions in the Civic Square area relating to assessment, taxes and recent property sales are reviewed here. Typical building rental rates for Civic Square were discussed in Section 4.

Table 12 shows the total assessed values of Civic Square, sub-totals for each block, and separate sub-totals for the land and buildings in each block. The fact that the total assessed value of the buildings ($2,716,620) is less than that of the land ($2,885,620) is indicative of the overall poor condition of the buildings. Assessed values per square foot, for land only and for land with buildings, are also shown for each block. A great variation in these is apparent with land in Block 46, bounded by King, James, Macnab and Market Square, being assessed at nearly $11.00 per square foot, while values in the adjacent blocks range from about $2.00 to $4.00. Land values in the blocks next to Bay Street are the lowest, averaging only a little over $1.00 per square foot. When land and building values combined are considered, there is a similar variation, ranging from about $15.00 per square foot, down to $2.75 per square foot.

Tax revenues from both realty and business taxes are also listed in Table 12. The commercial and residential tax rates are 73.1360 and 66.3473 mills respectively.

Table 13 lists all the real estate sales in the Civic Square area for the years 1961-1964, based on data obtained from the records published by Teela Market Surveys Ltd. The ratio of assessed value to sales price varies considerably among individual properties but the average ratio is 1:2.83 for commercial properties and 1:2.01 for residential, with an overall average ratio of 1:2.53.

Table 12 -

FINANCIAL CHARACTERISTICS

Block Number	Area in Acres	Assessed Value $					Tax Revenues $		
					Per Sq.Ft. Area		Realty	Business	
		Land	Buildings	Total	Land	Total	Taxes	Taxes	Total
40N	0.28	29,910	40,630	70,540	2.45	5.78	5,406.52	1,236.00	6,642.52
40	2.89	120,130	230,460	350,590	0.95	2.78	25,693.84	8,552.51	34,246.35
41	2.68	164,050	207,400	371,450	1.41	3.18	31,113.22	6,863.80	37,977.02
42	4.54	231,160	312,200	543,360	1.17	2.75	38,335.51	6,454.55	44,790.06
43	1.89	226,000	202,800	428,800	2.75	5.21	31,320.85	9,008.92	40,329.77
44N	0.97	131,820	150,550	282,370	3.12	6.68	20,882.23	6,527.42	27,409.65
44	2.42	336,130	268,840	604,970	3.19	5.74	44,328.65	10,923.60	55,252.25
45W	1.29	115,390	169,880	285,270	2.05	5.08	19,289.82	5,120.33	24,410.15
45	2.34	225,300	328,530	553,830	2.21	5.43	38,881.45	10,385.75	49,267.20
46N	3.11*	TO	BE	RETAINED					
46	1.96	924.890	370,070	1,294,960	10.83	15.17	93,947.01	23,083.92	117,030.93
47 Pt.	0.25*	TO	BE	RETAINED					
	2.27	380,840	435,260	816,100	3.85	8.25	47,530.65	13,046.01	60,576.66
Streets	16.12*	-	-	-	-	-	-	-	-
Total	23.53 19.48*	2,885,620	2,716,620	5,602,240	2.82	5.47	396,729.75	101,202.81	497,932.56

* Streets and building sites where clearance is not proposed.

Table 13 - RECENT PROPERTY SALES

Date of Sale	Address	Use	Assessment at Time of Sale			Teela Sale	Improvements Since Sale	1964 Assessment		Ratio of Assess-ment: Sale
			Land	Bldgs.	Total			Land	Bldgs.	
			$	$	$	$		$	$	
1961	75 King W.	C	13,470	15,320	28,790	86,000	Alter.'61-$800	Same	Same	1: 2.99
1961	18-20 Macnab S.	C	9,860	48,270	58,130	101,429	Alter.'61-$500, '63-$800	"	"	1.74
1961	40 Main W.	R	8,340	25,490	33,830	67,200		"	"	1.99
1961	110 Main W.	R	1,160	2,140	3,300	4,000		"	"	1.21
1961	27 Park S.	C	3,320	-	3,320	13,000		"	"	3.91
1961	83 York	C	6,000	15,450	21,450	40,000	Alter.'61-$2,975	"	16,290	1.86
1962	54 Bay N.	R	780	3,040	3,820	9,500		690	Same	2.49
1962	90 King W.	C	9,600	4,580	14,180	20,000	(Alter.'62-$800 add.-$16,000 (Alter.'63-Heat. $23,000	Same	8,130	1.41
1962	62 Market	C	4,230	-	4,230	23,000		3,480	Same	5.43
1962	17-27 Park N.	R	17,660	23,130	40,790	32,000		16,870	19,130	0.79
1962	60 Bay N.	R	2,110	12,550	14,660	72,500				4.95
1963	113 King W.	C	3,400	6,370	9,770	15,500	Alter.'63-$2,000 Heat. $885	Same	Same	1.59
1963	59 Macnab N.	C	18,840	13,730	32,570	92,000	Alter.'64-$250	Same	Same	2.82
1963	33 Market	C	8,860	7,880	16,740	39,500	Alter.'62-Heat.$730,Tank $1,000	10,670	9,370	2.36
1963	55 Market	R	2,030	4,990	7,020	11,000		5,030	Same	1.57
1964	4 King W.	C	45,560	14,490	60,050	150,000		Same	Same	2.50
1964	98 King W.	C	3,380	4,420	7,800	20,000		"	"	2.56
1964	101 King W.	C	3,520	4,870	8,390	13,000	(Add.'63-$4,000 (Alter.'64-$1,800	"	"	1.55
1964	82 Main W.	C	2,820	2,280	5,100	17,000		"	2,710	3.33
1964	39 Park S.	C	5,140	6,320	11,460	45,000		"	19,620	3.93
1964	29-31 King W.	C	30,460	32,550	63,010	130,000				2.06
Sales in Adjacent Blocks										
1962	31 Bay N.	R	740	3,910	4,650	8,000				1.72
1963	37 Bay N.	R	720	3,510	4,230	7,300				1.73
1963	41 Bay N.	R	700	4,350	5,050	10,000				1.98
1962	53 Bay N.	R	670	2,630	3,030	5,100				1.68
1964	7 Main W.	C	34,040	50	34,090	170,500				5.00
1961	108-114 Merrick	C	16,910	35,300	52,210	160,000				3.06

Average ratio for Commercial	1:2.82
Average ratio for Residential	1:2.01
Average ratio for all Properties	1:2.53

6. SUBSTANDARD CONDITIONS

The study of building conditions in Civic Square reveals three distinct categories of deficiencies. The first of these is related to the lack of maintenance, general dilapidation and the lack of equipment such as central heating, adequate wiring, etc. which is found in many of the buildings. Most of these substandard building conditions could be remedied by normal repair and renovation procedures. The second category of deficiency exists because structures designed to serve the needs of past years are not fully satisfactory for present-day activities. Some of these design deficiencies can be remedied by renovations while others are basic to the building. The third category of deficiencies relates to the total environment, which can only be remedied by comprehensive change to the environment rather than by changes to individual buildings.

(a) Substandard Building Conditions

Many of the buildings in the Civic Square area are in very poor repair, both inside and out, and lack some of the amenities (such as central heating, adequate wiring, complete plumbing and level floors) of modern commercial structures. In many cases, individual stores, offices and apartments must provide their own heat. Some buildings are extremely dilapidated and one tenant observed that his landlord had not been known to make any repairs during the past 32 years.

There are no technical reasons why almost any building in Civic Square could not be rehabilitated to modern standards of appearance, durability and equipment, although the cost may be extremely high and little of the original structure may be retained. The decision to rehabilitate any building must accordingly be premised on economic rather than structural or technical factors. For this reason the survey of building conditions which was carried out in Civic Square was intended to determine the estimated cost of rehabilitating each structure.

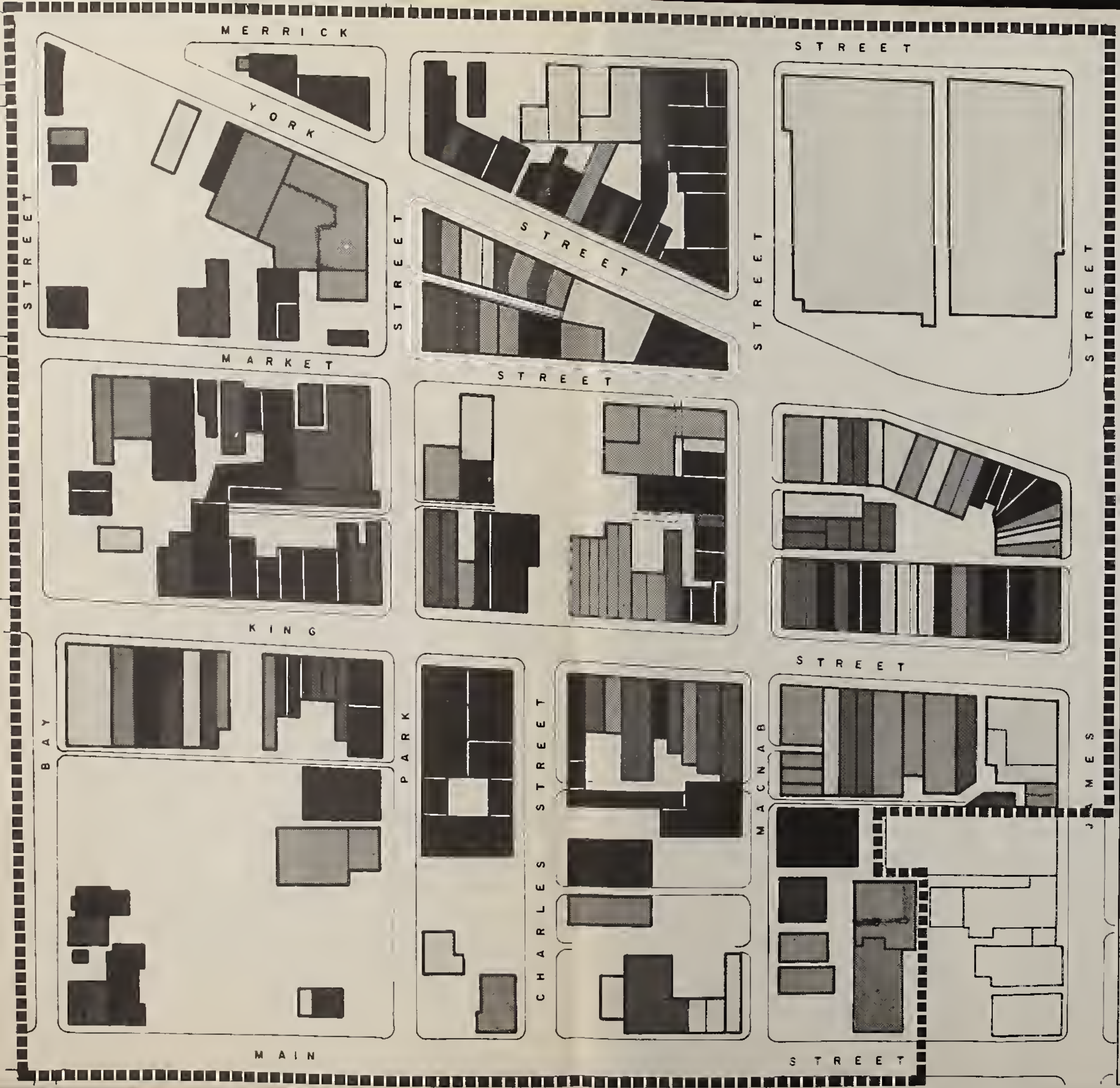
The survey form was designed to simplify work in the field, requiring a decision only between no repair, minor or major repair, or complete replacement (or provision) of each primary building component. The point system incorporated in the survey form (see Appendix IV) was based on the estimated cost (in hundreds of dollars) of making each of these degrees of repair for each component in a standard size of building. The size assumed for commercial buildings was 60 feet wide by 80 feet deep for two storeys for a total of approximately 10,000 square feet; housing factors were based on two storeys for a total of 1,200 square feet. The total points thus indicate the quality of the building (with a high score for low quality) as well as the cost in cents per square foot of rehabilitating each structure. When the appropriate modification factors are applied for buildings of other than standard size, the resulting total indicates the actual cost (in hundreds of dollars) of rehabilitating the structure.

The cost estimates (shown as points on the survey form) were established in joint discussions by the consultants with members of the Building Department, the City Architects Department and the staff of the Urban Renewal Committee of the City of Hamilton. The standard of rehabilitation quality on which the estimates were based called for reasonable ease and economy of maintenance, reasonably attractive appearance, central heating, structural safety, wiring adequate for modern electrical equipment, and modern lighting and plumbing. Durability and quality sufficient to give an expected life of twenty years without further extensive repairs were also considered necessary.

The condition of individual structures, as determined by the survey, is shown by grade on Map No. 11 with Grade 4 (shown in black) representing the poorest buildings. The relationship between building condition score and grade is shown below:

Table 14 - Building Condition Grades

Grade	Score on Building Condition Survey	
	Commercial Buildings	Residential Buildings
1	0 - 199	0 - 24
2	200 - 399	25 - 49
3	400 - 599	50 - 74
4	600 and over	74 and over



CITY OF HAMILTON

CIVIC SQUARE URBAN RENEWAL SCHEME

MAP NO. 11

CONDITION OF BUILDINGS

▢	GRADE 1
▨	GRADE 2
■	GRADE 3
■	GRADE 4

SCALE IN FEET

100 50 0 100 200

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SEPT. 1965

The condition of structures is also summarized by block in Table 15. The table confirms the characteristics indicated by the map; that structures in poor and in good condition are scattered throughout every block; that there are more structures in the poorer categories than in the better categories; and that the structures in the blocks near James Street are generally in better average condition than the remaining structures, although the difference is slight.

Table 15 - Condition of Buildings

Block Number	Number of Structures				
	Grade 1	Grade 2	Grade 3	Grade 4	Total
40 & 40N	1	4	2	9	16
41	1	2	10	14	27
42	3	4	10	11	28
43	3	1	4	17	25
44N	2	6	5	2	15
44	2	6	4	10	22
45 & 45W	4	4	6	10	24
46 & 46N	12	5	7	9	33
47 Part	2	9	6	1	18
Total	30	41	54	83	208

Rehabilitation of buildings is normally only justified if its cost can be recovered by rent increases. It is quite apparent that many of the building owners in Civic Square have felt for many years that extensive rehabilitation is not justified; the low level of rents in most of the area has already been mentioned. One dollar per square foot per year is the typical rent for ground floor retail and service space in the low-rent district and if this were raised by 50%, an amount which would probably force some tenants to discontinue business or move elsewhere, an average expenditure of about $3.00 per square foot for rehabilitation would be justified (assuming that a potential rent increase of $0.50 per year justifies an expenditure of six times that amount, i.e. $3.00). In this case rehabilitation would not be justified where the building condition score is over 300, which includes Grades 3 and 4 and part of Grade 2. For manufacturing, wholesale, and warehouse uses, and for upper floors in the low-rent retail area, typical rents are lower than $1.00 which makes rehabilitation even less feasible. Only for offices and for ground floor retail and service space in the high-rent district are rents substantially over $1.00 and in these cases the portions of the buildings earning the high rent have been maintained in good condition, but the low rent or vacant upper floors are usually left in poor condition. In summary, the preceding calculations indicate that in Civic Square building rehabilitation is not economically justified except for offices and ground floor stores in the high-rent district.

(b) Substandard Building Design

According to Hamilton Assessment records over 80% of the buildings in Civic Square were built before 1900 and the majority of these are over 100 years old. The uses for which these old buildings were designed and the conditions and accepted standards of that time were much different than those of today. As a result, many buildings have serious deficiencies which cannot be remedied by rehabilitation.

Some examples of building design deficiencies occur in the numerous old row houses which are now used as stores, each of which is some 16 feet wide and separated with thick masonry walls. Interior layout and size are very limited, since large floor areas are only available in the form of several long narrow strips, joined together with openings through the party walls. The former house basements are often too low for convenient store storage space.

Almost all buildings lack proper loading facilities. In some cases, vehicles must park on the street and load through the front doors of the stores. There are some warehouses and stores at which trucks must back across the sidewalk into unloading bays. Many buildings have special loading doors abutting directly onto narrow alleys which means that the alleys are usually blocked by one or more parked trucks.

Many of the oldest downtown buildings have third and fourth floors which are either vacant or used only for occasional storage. These floors are frequently accessible only by narrow stairs and are poorly lighted and ventilated. Since there is very little demand for this kind of space for office, retail, residential or storage space, it is usually left vacant and deteriorating. In some other buildings the upper floors are used for residences but often have very serious deficiencies. In many apartments only two out of four rooms have windows and the stairs are usually very steep and dark. These disadvantages are inherent in the design of the building, and apartments with two unlighted rooms out of four can never command a high rent, even if rehabilitated to an otherwise high standard.

Many buildings have exterior fire escapes to provide the second means of exit required from the upper floors of commercial or multi-family residential buildings. These are not as satisfactory as enclosed stairways. In one commercial building the fire escape led from the third-floor window of the men's washroom to the roof of a one-storey addition.

The above are examples of deficiencies which cannot be remedied by mere rehabilitation but will remain as limitations on the usefulness and value of the buildings.

(c) Substandard Environmental Conditions

Civic Square has a generally shabby appearance. Except for the area close to James Street there is an extreme mixture of uses which detracts from the efficient operation of the area. The heavy traffic, complete lack of parks and open space, and crowded buildings make the area unattractive for houses or apartments. The stores in most of the Civic Square area are not of sufficient quality or quantity to attract the heavy pedestrian traffic necessary for high-quality stores. The multi-storey buildings with small yards and poor loading facilities are not well suited for many of the manufacturing, wholesale and warehouse uses found in them although their rent is very low.

The street pattern has resulted in some very small blocks and in an unnecessarily high proportion of land devoted to streets. Many of the properties in the area do not have access to a lane, which increases the difficulty of providing off-street loading.

A private developer considering new construction or even the rehabilitation of an existing structure in Civic Square is almost inevitably discouraged by his inability to overcome the factors described above. These blighting influences can only be removed by large-scale action to change the nature of the entire area at one time and in accordance with a comprehensive plan of urban renewal.

II THE PLAN

1. GENERAL DESCRIPTION

It has already been indicated that the boundaries of the Civic Square area were selected because of the particularly blighted conditions of both the buildings and the general environment contained within its limits, and because the area was most suitable for the location of a number of public and private development projects for which appropriate sites were being sought. Urban renewal action in the Civic Square would achieve a general improvement of the urban environment, would provide sites for new public and private buildings, and would increase the amount of tax revenue to the city by replacing the derelict structures and marginal commercial uses with new and more valuable buildings and enterprises.

In addition to these desirable ends, it was felt that redevelopment of Civic Square offered an opportunity to create an exciting focus for the entire central area - an element which is badly needed in Hamilton's civic life at the present time. Such a feature would not only serve as the functional and symbolic centre about which the activities of the city's central area would revolve, but would also help stimulate renewed public interest as well as private investment in downtown Hamilton.

The Plan for Civic Square attempts to embody all of these considerations.

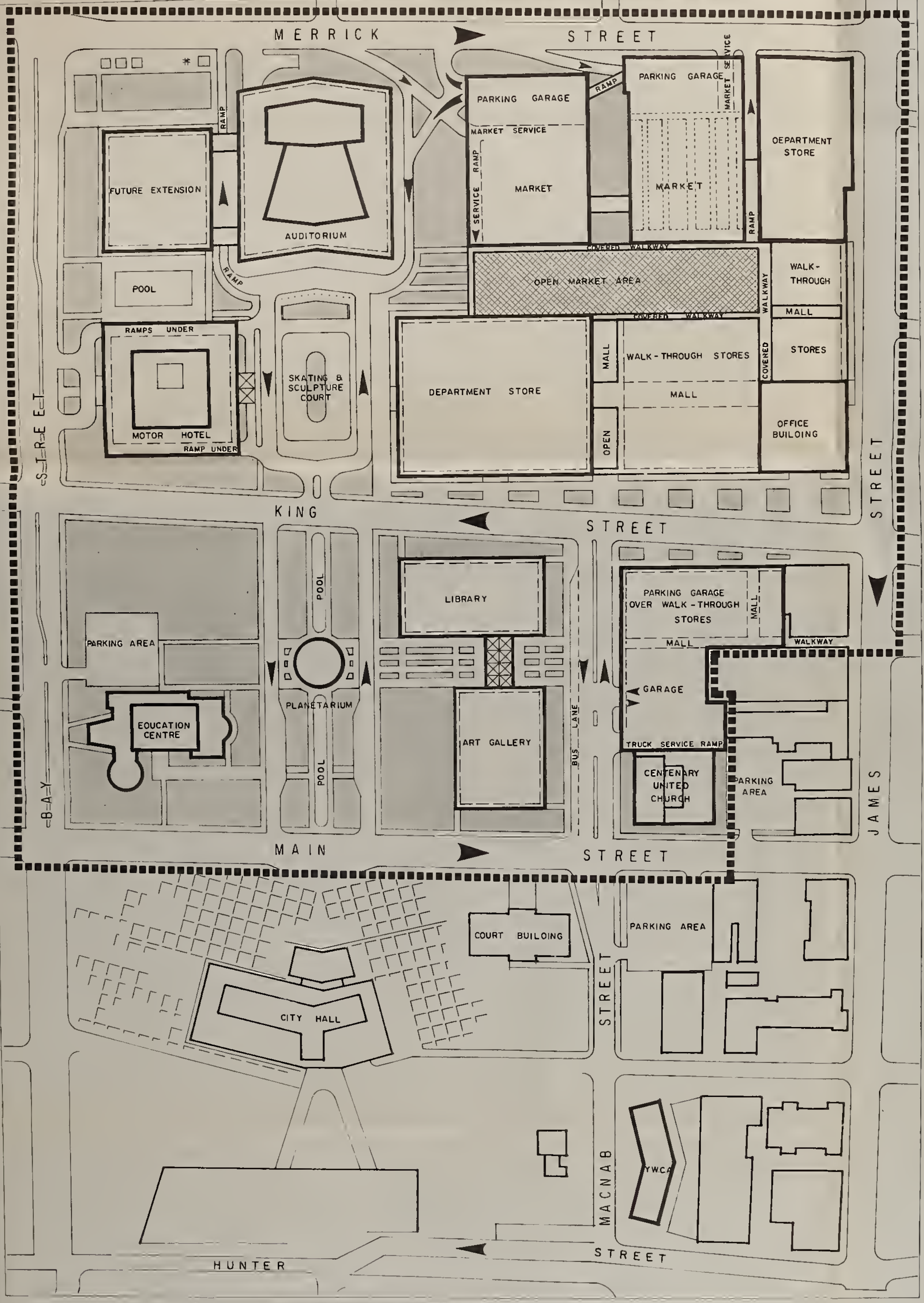
The Concept

The downtown areas of most urban centres possess a combination of some of the functions of government, finance, commerce, insurance, entertainment and facilities for the arts. These are generally represented by some dominant feature of form or space. The central area of Hamilton at present has only two of these functions which are readily identifiable - commercial, with its focus at King and James Streets, and governmental, with its focus at City Hall on Main Street. It is proposed to incorporate these foci of activity as two of the key elements in a design which will place them in an appropriately landscaped setting together with an auditorium, a planetarium and certain other elements, to create an aesthetically exciting and functionally appropriate civic space in the heart of the downtown area.

To achieve this end will require almost total clearance of the area involved through the use of urban renewal techniques. By these measures it will be possible to close portions of several streets (York, Park, Macnab, Market and Charles) and to create a dominant north-south axis of public buildings anchored on the south by the City Hall and on the north (below Merrick Street) by a proposed civic auditorium and convention centre. Between these two major elements will be a semi-formal open space which in turn will be occupied or flanked by other public buildings including a planetarium, education centre, art gallery and library. This concept is illustrated on Map 12.

Intersecting the "public" axis is a continuation of the King Street commercial area on an east-west axis to the south of the auditorium. This incorporates a motor hotel, department store, retail shops with enclosed mall and office tower, the latter three uses directly related to the existing Eaton's department store at Merrick and James Streets. An extension of the combined market and parking function which now exists beside Eaton's rounds out a kind of internal commercial court designed to take advantage of the anticipated pedestrian activity through the block.

Additional parking facilities are provided in the block to the south-east of the predominant commercial and public axes. Use is made of an "L"-shaped parcel of land for this purpose together with additional ground-floor retail space and allowance for a mid-block pedestrian penetration from James Street into the Civic Square complex. The ends of the "L" are represented by the existing Canadian Imperial Bank of Commerce building at James and King Streets and by the proposed reconstruction of the Centenary United Church at Macnab and Main Streets.



CITY OF HAMILTON
CIVIC SQUARE URBAN RENEWAL SCHEME
MAP NO.12

THE PLAN FOR CIVIC SQUARE

100 50 0 100 200 FT.

JOHN G. WILLIAMS
ONTARIO ASSOCIATION ARCHITECTS
MEMBER
ARCHITECT

MURRAY V. JONES & ASSOCIATES, LTD.

SEPTEMBER ,1965

While outside the limits of the Civic Square Urban Renewal Area, consideration has been given to the form and composition of uses south of Main Street and these have generally been indicated on Map 12. Included in this area is the dominant use of City Hall west of Macnab Street and several commercial buildings between Macnab and James Streets. One element of the scheme (a new library site) is related to the proposal in the plan to utilize the existing library building as a juvenile court. The intention of the Y.W.C.A. to construct a new building on Macnab Street is also represented. With little additional action (the most notable being the need on the city's part to remove the two substandard structures east of the City Hall) the entire three blocks south of the scheme area could complement the renewal measures proposed for the area proper.

It may be noted that all of the uses mentioned above have been illustrated in some detail on Map 12. The form and location of the structures as illustrated represent a practicable solution to the design problem within the context of the known spatial and functional needs set out in the following pages. Where such needs had not already been established (as largely true for the non-public facilities) the determination was made through a combination of site design, market research and economic feasibility studies. The private, or commercial elements of the scheme have been worked out in this fashion, together with the related parking needs for all uses.

It should be stressed that the design which is presented here represents an appropriate solution to the problems of economics and land-use relationships inherent in the proposed redevelopment, but that detailed consideration has not been given to the architectural treatment of the buildings or their surroundings, and appropriate solutions to this aspect of the plan must be found in architectural terms. Indeed it is recognized that other solutions are possible even for the land-use relationships, and the ultimate decision as to the particular plan of physical development which will be carried out must rest with the committee established to consider development proposals; they, as arbiters, must have continuing regard to the evolving form of redevelopment with the adopted plan as a flexible guide, not as an absolute rule.

2. PROPOSED ROAD SYSTEM

One of the earliest decisions required in preparation of the Civic Square scheme was related to the disposition of existing and possible future streets. Because of the nature of the required renewal action - that of almost total clearance - consideration of existing uses within the confines of the scheme became of little importance. The basic problem was related to the continuing function of the streets beyond the immediate area and the effect of the closure of one or more streets upon the remaining system.

The function, capacity and volumes carried by the various roadways was examined earlier in this report and the conclusion drawn that the primary north-south movement of traffic was handled by peripheral roadways - James Street as a southbound arterial road to the east and Bay Street as a northbound collector road to the west. The intervening north-south streets of Park, Charles and Macnab were largely classified as local streets and their removal would have little effect upon downtown traffic movements. Macnab Street, one-way northbound between King and Merrick Streets was classified as a collector road with its primary qualification for this role being as a northbound route for King and York Street traffic.

The predominant east-west movement of traffic through the core is by means of the one-way arterial pair of King and Main Streets. York Street, also classed as an arterial road, at present becomes one-way eastbound east of Bay Street and serves to deliver a reasonably high volume of traffic either to the core via James Street or partially to by-pass the core via King William Street. Rebecca and Merrick Streets provide the one-way westbound connection at Bay Street where York Street becomes a two-way road. Apart from the four streets named (King, Main, York and Merrick) the sole remaining east-west roadway is Market Street which runs one-way eastbound as far as Macnab Street where it combines with York Street. The function and importance of this local roadway outside the renewal area is limited.

The basic problem presented by the plan was the need to eliminate (or attempt to divert) that portion of York Street between Bay and James Streets. Being a diagonal road, the continued existence of York Street would severely prejudice the comprehensive and effective renewal of the lands north of King Street. The solution proposed is initially related to replacement of its direct function by means of, first, the re-routing of eastbound core traffic south on Bay Street to Main Street and, second, the re-routing of eastbound non-core traffic along Merrick Street as extended to Wilson Street. One further change required as a result of the above is that Gore and Vine Streets (now primarily one-way eastbound) must be altered to become a one-way westbound route to replace Merrick and Rebecca Streets in that capacity. Both Bay Street and the remainder of York Street require widening to accommodate the additional two-way flow.

The reorganized street system accordingly involves the following changes within the Civic Square area:

(i) the closing of York, Park and Charles Streets and the closing of Macnab Street between King and Merrick Streets;

(ii) the change in direction of traffic flow of Merrick Street from one-way westbound to one-way eastbound;

(iii) the change in direction of flow of Bay Street from one-way northbound to two-way traffic and its widening to five lanes with the centre lane being employed through median control as a continuous left-turn channel;

(iv) the widening of the remaining portion of Macnab Street to five lanes to accommodate two-way traffic with centre median and bus lane;

(v) the construction of a pair of one-way, two-lane roadways between Main and King Streets serving to define the central open area and to give access to education centre, planetarium, art gallery and library; and

(vi) the construction of a restricted loop roadway north of King Street to give access to the auditorium, convention centre and motor hotel.

The revised street system, both inside and outside the Civic Square area, has been given extensive consideration by the Traffic Department of the City of Hamilton not only with regard to what is proposed through urban renewal, but also in relation to the recommendations of the Hamilton Area Transportation Study. The traffic problems caused by the implementation of this scheme can, in their opinion, be effectively resolved through the means proposed above. It is noted, however, that one of the remedial measures lies outside the limits of this scheme and of the York Street Urban Renewal Scheme as well. The extension of Merrick Street east to Wilson Street is outside any contemplated scheme area and would presumably require financing independent of the senior levels of government. Costs sharable by the partnership for the remaining improvements mentioned above are estimated in a following section on future public services or are related to the York Street scheme which is now being prepared.

3. PROPOSED PUBLIC USES

The following section includes a summary of five proposed public uses - the education centre, planetarium, civic auditorium and convention centre, library and art gallery. The remaining public elements of the scheme (in structural terms) are of course the market and parking garage functions; these will be dealt with under a separate section on parking.

(a) Education Centre. One of the first re-use proposals, and one which initially stimulated interest in the Civic Square as a viable renewal scheme was the need of the Hamilton Board of Education for a new administration building. The Board's present quarters are on Hunter Street West in a converted public school building and the urgent need for new space is accompanied by a desire to establish a number of common functions in the same building including library, conference rooms, auditorium, visual aids and records facilities.

The building itself has already been designed for about 95,000 square feet and is an irregular shape at grade with a central office block rising to six storeys. Parking requirements have been estimated to be about 150 spaces at peak demand and at least part of this need can be accommodated at grade to the north of the building. Further reference to this matter is made in the section on parking.

The site for the education centre is included in the area bounded by King, Bay and Main Streets and by the westerly of the two roads bordering the planetarium site. The size of this block is around 3.7 acres, and the education centre and its attendant parking will initially require about two-thirds of this total. The balance of the block should be reserved for future public purposes and the first right-of-refusal on the property should rest with the Board of Education should any other potential use arise. The Board at this time feels certain that its expansion needs will require the use of the remainder of the property within ten years. Present plans call for the commencement of construction by the spring of 1966 and completion within a year thereafter. Funds to the extent of $2,500,000 have been allocated in the current 5-year capital works program; this amount is now considered inadequate for the proposed structure and will have to be increased.

(b) Planetarium. One further use with firm commitment for construction is a 155-seat planetarium to be built on behalf of the City of Hamilton by Salada Foods Limited. The building, together with the necessary equipment will be paid for by the latter company and will operate on a self-liquidating, non-profit basis. The site, central to the landscaped space between the education centre and the library and art gallery, would be provided on the basis of a long-term lease for a nominal rental. A restaurant would be permitted in the same building although operated independently by the company. It is anticipated that construction could commence in 1966; the building itself will be a hemispherical shape of about 75 feet in diameter and about 40 feet high.

(c) Library. The main branch of the Hamilton Public Library is currently on the south side of Main Street east of the City Hall. The present structure is inadequate in size and the library board has been seriously considering moving to a larger building on either the same or a new downtown site. The anticipated space requirements for the new building were established in a consultants report prepared in November, 1962. The recommendations were for a total floor space of around 150,000 square feet with space devoted to a variety of functions including the popular library, children's service, audio-visual room, committee rooms, a 250-seat auditorium, book stacks, offices etc.

The site proposed for this use is the northern portion of a block bounded by King, Macnab and Main Streets and by the easterly road flanking the planetarium. The building illustrated on Map 12 is around 30,000 square feet in ground-floor area and while this would result in a 4-storey structure it is felt that a larger unit area would diminish the sense of openness within the public portion of the scheme and would also tend to over-dominate the art gallery to the south. Its relation to the art gallery, a one-storey structure of comparable ground-floor area, (28,000 square feet) would be assisted by the construction of an enclosed pedestrian link between the two buildings. Pedestrian penetration on an east-west plane from Macnab and James Streets is also encouraged in the plan.

A total of $1,400,000 has been allocated in the current capital works program for the years 1968 and 1969 to construct the building. Although the amount is inadequate for the purpose, some indication is thereby given as to the possible timing of construction.

(d) Art Gallery. Due to the expansion of McMaster University the present art gallery, which occupies a 14,000 square foot building on university grounds, will be obliged to move. The Board of the Art Gallery has evidenced some interest in locating within the Civic Square area and provision has accordingly been made in the same block as the public library. Present plans call for a building of about 28,000 square feet on one floor, although the ceiling height of the latter would be somewhat in excess of that in conventional structures.

The general siting of the building on Main Street has been illustrated on Map 12 and has been discussed in relation to the library. Timing of site demand for the art gallery cannot be firmly established now, although a date coincidental with the library (around 1969) would appear logical.

(e) Civic Auditorium and Convention Centre. In 1963 the Mayor on behalf of the Council of the City of Hamilton invited a number of citizens to act as trustees of the "Hamilton Theatre-Auditorium Foundation", a body intended to promote the construction of a civic auditorium in Hamilton. In a subsequent report of the executive committee, the goals of the Foundation were specified to provide not only a centre for the performing arts but also to accommodate conventions, trade shows, rallies etc. The report further indicated the requirements of the centre to be a theatre-auditorium to seat 2,000 persons, convention facilities adequate to accommodate 1,000 delegates and, at a later stage, a playhouse to accommodate 800 persons.

Provision has accordingly been made in the Civic Square scheme for a site for such a facility. An area of approximately six acres has been assigned to this use in the plan at the corner of Bay and Merrick Streets where it serves, as indicated previously, to anchor the north end of the public portion of the scheme. An open area in front of the auditorium serves not only to give access to the auditorium and proposed motor hotel but also to continue the semi-formal landscape treatment of the planetarium lands to the south of King Street. The area should include such attractions as a skating rink and sculpture court.

Timing of construction of this facility is currently uncertain and will, of course, be dependent upon the time required to raise the funds necessary for the project. At the present time the estimated cost of $4,600,000 for construction of the main building is intended to split between the city($2,370,000), Centennial grants ($230,000) and public subscription ($2,000,000). The majority of the City's share has been included in the capital works program over the period 1965 to 1969 and commencement in 1966 is considered desirable. One alternative to the public capital financing of the project might be to interest the developer of the commercial elements of the scheme in undertaking the project and leasing the building back to the City. This possibility could be explored at the time of consideration of submissions for the private component of the scheme.

(f) Centenary United Church. A further proposal which could properly be included as a "public" re-use is the recommended acquisition of the existing Centenary United Church and its reconstruction on an alternative site. The land involved is east of Macnab Street on Main Street and is related to the proposed development of a parking garage on an "L"-shaped site along King and Macnab Streets. While the need for parking in this location and a description of the building is contained in a following section on parking, it is sufficient to say that the limitations of the parking site and the anticipated demand are such as to require about a third of the present church site.

The church is now 99 years old and, as mentioned earlier, is one of the buildings of historical or architectural interest. It was not, however, specifically recommended for retention by the Architectural Conservancy Society and though basically sound, it is showing signs of age and is inadequate for the changing functions of the downtown church.

The possible acquisition and relocation of Centenary United Church has been considered by the minister, Board and congregation and they have indicated favourable interest in the proposal. The church, now on a site of roughly 225 feet by 120 feet off Main Street would be relocated on the corner of Main and Macnab Streets on lands measuring 170 feet on Main Street by a depth of 135 feet along Macnab Street. Timing of its reconstruction would be common with the clearance and construction of the parking garage - probably not for at least five years.

4. PROPOSED COMMERCIAL USES

The private or commercial components of the scheme are proposed for a rectangular site of about 7.0 acres running from James Street west along King Street as far as the open space in front of the auditorium. The remaining area is west of the latter and consists of about 2.2 acres on the corner of King and Bay Streets.

The proposal illustrated on Map 12 is for a series of retail stores and a mall connecting the existing Eaton's department store at James and Merrick Streets to a new department store at the west end of the main site. An office tower is planned in conjunction with the retail facilities at the corner of King and James Streets. The open area within the commercial elements mentioned is intended to strengthen the market function which is now commonly in operation with the Market Square parking garage west of Eaton's. A two-level retail mall would be directly related to the department store (possibly three storeys), to Eaton's and to the existing and proposed parking garages and market operations by a covered pedestrian walkway around the quadrangle formed by these uses. Pedestrian penetration at, or slightly above, grade would be afforded by the 40-foot and 20-foot easements required for underground services off King Street and James Street. Access to underground loading facilities below the square would be available to the new retail space and to Eaton's through the new parking garage.

The calculations of residual value of land related to the proposed leasing of the lands involved have been premised on the following assignment of floor space. The latter figures are substantiated in a following section on economic feasibility.

Department Stores - 325,000 square feet
Retail and Service Shops - 185,000 square feet
Office Space - 200,000 square feet.

The 325,000 square feet assigned to department-store floor space represents a net addition to total space for the block but does not include the possible expansion to Eaton's as well as a new facility. The plans for the commercial complex must be regarded as flexible and the differing factors which would be involved in any proposal will undoubtedly result in variations to the present theme. For example, there can be no doubt of the intimate relationship of Eaton's to the proposed complex and their future decisions may be reflected in a different organization of space. It is strongly recommended that any serious proposals for the area should be made in the light of further consideration on Eaton's part as to their future role in the scheme area.

The remainder of the commercial portion of the scheme is the block proposed on the plan for the motor hotel. This facility has been included as 300 rooms with attendant dining and other related functions including provision for self-contained underground parking for around 200 cars. The motor hotel is accessible from the loop road serving the auditorium, as well as from Bay Street. This use could be included as part of the commercial "package" or could be dealt with independently in calls for proposals.

Regardless of the final methods or terms of lease for the retail, office and motor hotel elements of the scheme, it is likely that action on the acquisition and clearance of the site could take place in the near future. It is understood that considerable interest has already been evidenced in the commercial block and serious thought should be given to early implementation of the plan with the attendant increase in tax revenue to the City. Final determination of internal staging should have regard to the problems of dislocation and relocation of existing businesses, especially those which might wish to relocate in the new development.

Mention should also be made of the retail space associated with parking structures both north and south of King Street. The existing market is administered by a committee of council and the parking garage is operated by the Hamilton Parking Authority. The market component has in the past operated on Tuesdays, Thursdays and Saturdays with the off-days providing parking capacity for an additional 120 cars (the maximum on market days is for 450 cars). A trial period for a 6-day market operation is currently in effect.

It is proposed in the scheme to expand the parking facilities to serve the new commercial complex by erecting a new structure for 400 cars. An integral part of this building should be an addition to market space by providing for permanent retail facilities on the ground floor in a manner similar to the present garage. This space would serve to strengthen the market function and to provide for the relocation of various market-oriented stores (meat, fish, produce etc.) which now exist in the area to be cleared. The relation of these uses to the surrounding department and other retail stores would create a lively environment on a pedestrian scale. Service to market functions would be available from Merrick Street and has been integrated into the vehicular access to the parking garages.

A further proposal for combined retail and parking space has been made for the lands to the south of King Street. Here the ground-floor frontage of an "L"-shaped parking structure has been recommended for retail shops to take advantage of the prime King Street exposure. The stores would be 'walk-through" in design and related to a pedestrian mall connecting James and Macnab Streets with additional access south from King Street. Apart from the parking building and mall the only requirement to develop this logical pedestrian flow is the removal of a single store on the James Street frontage. The pedestrian activity would extend across Macnab Street into the public functions described earlier.

The remainder of the building, both above the King Street frontage and down Macnab Street, would be devoted to parking use for about 510 to 525 vehicles. Access to the garage is off Macnab Street as would be the service entrance to underground loading facilities to both the proposed retail stores and Robinson's Department Store.

The development of this portion of the Civic Square Scheme is unlikely for at least five years. If at that time the City finds it possible to finance the construction of the garage and retail space the development might be undertaken by the City and the retail portion leased. For the purpose of this report, however, it has been assumed that the structure would be built and leased by private enterprise.

5. PARKING

On August 31, 1965 the City Council adopted a report of the Board of Control approving the appointment of Mr. John Walker, a traffic and parking consultant, to "study and prepare a report with respect to the off-street parking requirements in the proposed Civic Square as recommended by Murray V. Jones and Associates, Planning Consultants. Included in this Study will be an examination of the need for parking, the alternative methods that should be examined for the provision of the need and the timing and pricing aspects of the total parking problem associated with the Civic Square Area."

Mr. Walker's study has been attached to this report as Appendix V and his recommendations have been largely incorporated into this proposed urban renewal scheme. The conclusions in the study are summarized as follows:

The Civic Square scheme as now proposed would warrant the provision of 1,550 spaces with possible ultimate expansion to accommodate around 2,000 cars. Of the immediate projected need of 1,550 spaces, 200 would be provided integrally in the motor hotel. The remaining 1,350 spaces should be provided largely through the expansion of the present market garage and through the construction of a parking garage on Macnab Street. The balance is assigned to the site for the education centre and to enlargement of City Hall parking capacity. The estimated capital cost of lands and buildings (not including the motor hotel facilities) is $2,500,000, and the resultant program is capable of self-sustaining financial operation, including the retirement of capital debt.

The report further recommends the encouragement of efficient public transport facilities to serve the renewal area and provision for chartered bus parking at all places of public assembly. These elements have been incorporated into the proposed scheme.

There are one or two minor points in the consultant's report which are at variance with the proposed scheme. In analyzing the parking generators in the Civic Square mention is made of a "future public building" on the north side of Main Street west of Macnab Street. This was a product of early design considerations and has since been eliminated due to the site demands of the library and art gallery. Later comments as to the provision of car parking spaces for this use are not entirely inappropriate however, as the aforementioned plans for public use of the north end of the education centre site, probably the expansion of the education centre, would serve to increase parking demand in a similar fashion. Due to the uncertain nature of the "future public use" no estimate of current need was made in any event.

The estimate of possible capacity of 800 cars for the Macnab Street parking garage later in Mr. Walker's report is felt to be somewhat optimistic. The available site and the ability of Macnab Street to handle the peak volumes generated by the structure are limiting factors and a more conservative estimate of 510 to 525 cars has been employed. The balance of as many as 275 spaces for which there is established demand together with the possible increase in overall demand to 2,000 spaces for the Civic Square area have led to the conlusion that an additional parking structure could be erected, when need arises, on property adjacent to the City Hall. The two buildings between the City Hall and Macnab Street (south of the existing library) are both in dilapidated condition and could be replaced by a further parking garage operated by the Hamilton Parking Authority.

The final comment is related to the recommended provision of 100 spaces for education centre needs as a parking deck over the existing City Hall lot. The development of the site plan for the education centre might possibly reduce this need through the provision of additional spaces on the site itself and should the entire block between Main and King Streets be devoted to education centre purposes then responsibility for additional parking should rest with the Board of Education. This, however, does not preclude the possible agreement between the Board and the City for the supply of additional spaces in the manner indicated in the parking study.

6. FUTURE PUBLIC SERVICES

The provision, replacement or relocation of public services in the Civic Square area is essentially related to the underground facilities of storm and sanitary sewers, water mains, hydro, telephone and natural gas and to the above ground facilities of roads and public transit.

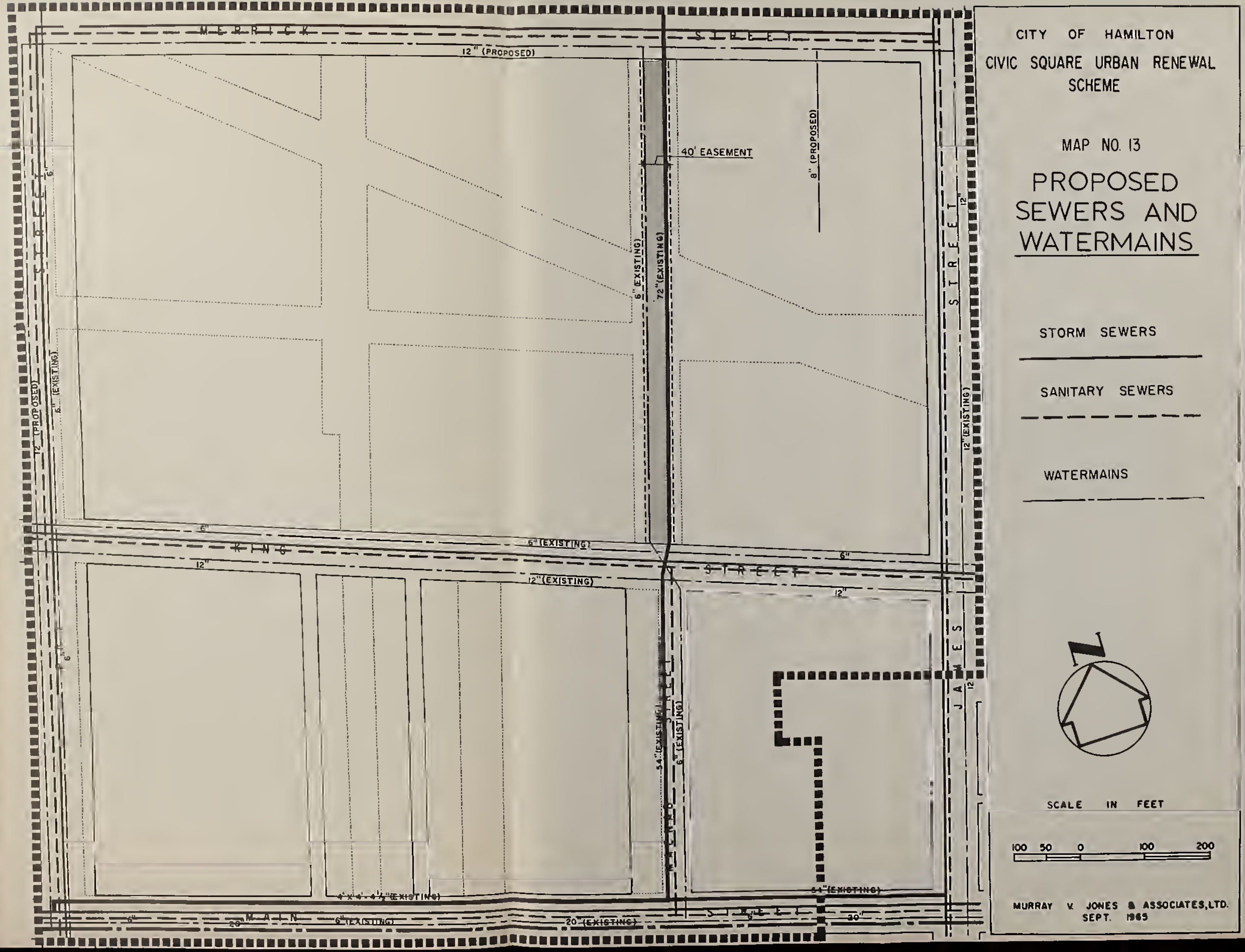
(a) Storm and Sanitary Sewers. The existing sewer system has been described in the first part of this report as being obsolete in function (combined storm and sanitary sewers), inadequate in capacity to accommodate intensified use and in generally poor condition. The resultant need is for the abandonment of services on most roads to be closed and the replacement of the remaining facilities with separate storm and sanitary sewers. Only a limited portion of the present system will accordingly be retained and that solely for storm purposes. Table 16 is a summary of the existing sewer system together with recommended future action and the estimated cost thereof. The proposed system is illustrated on Map 13 as it applies to the Civic Square area; there will be an accompanying need to replace the trunk system on James Street from Merrick to Barton Streets, on Barton Street from James to Catherine Streets and on Catherine Street from Barton to Strachan Streets. The latter route is from preliminary study and is subject to revision but the estimated cost of this work (above that required in Civic Square) is $1,250,000.

It will be noted that neither the plan nor the table give indication of the intended size of future storm and sanitary sewers. The accurate definition of size can only be a product of detailed study and the present lack of staff of the Department of Engineering prohibited such a study being undertaken in the time available. Estimates of costs were calculated on a cost-per-acre and cost-per-foot basis with no specific regard to size of pipe.

(b) Water-mains. The proposed water distribution system is also illustrated on Map 13 and consists of the retention of existing mains on streets which will remain open, the retention of a 12-inch main in an easement north of King Street along the old Macnab Street right-of-way and the construction of the following new facilities.

- 12-inch water-main on Bay Street from Merrick Street to Main Street	$33,000
- 12-inch water-main on Merrick Street from Bay Street to James Street	$31,000
- 8-inch water service to Eaton's from Merrick Street to 250 feet southerly	$ 5,000

The proposed 12-inch main on Merrick Street is required to provide adequate fire and domestic water supply to the auditorium, market and Eaton's; the 12-inch main on Bay Street is required for similar reasons.



CITY OF HAMILTON

CIVIC SQUARE URBAN RENEWAL SCHEME

MAP NO. 13

PROPOSED SEWERS AND WATERMAINS

STORM SEWERS

SANITARY SEWERS

WATERMAINS

SCALE IN FEET

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Table 16 - **Required Improvements to Storm and Sanitary Sewer System**

Street	From	To	Existing Sewer	Action Recommended	Estimated Cost $
Merrick	Bay	James	2'6" x 3'9"	remove, replace by separate storm and sanitary sewers	175,000
York	Bay Park Macnab	Park Macnab James	15" 12" 2'6" x 3'0"	abandon in place	5,000
Market	Bay	Macnab	12"	abandon in place	2,000
King	Bay	James	3'0" x 4'6"	remove, replace by separate storm and san. sewers	210,000
Main	Bay Macnab Bay Park Charles Macnab	Macnab James Park Charles Macnab James	4'0" x 4'4-1/2" 54" 15") 12") 12") 15")	convert to storm sewer convert to storm sewer remove and replace by storm and san. sewers	92,500
Bay	Main King	King York	15" 9"	remove, replace by separate storm and san. sewers	70,000
Park	Main York	King Merrick	12" 9"	abandon in place	2,000
Charles	Main	King	12"	abandon in place	1,000
Macnab	Main Main King King York	King King Merrick York Merrick	54" 15" 72" 15" 12"	convert to storm sewer remove and replace with sanitary sewer convert to storm sewer if not required, abandon in place	20,000
James	Main	Merrick	3'0" x 4'6"	remove, replace by separate storm and san. sewers	210,000

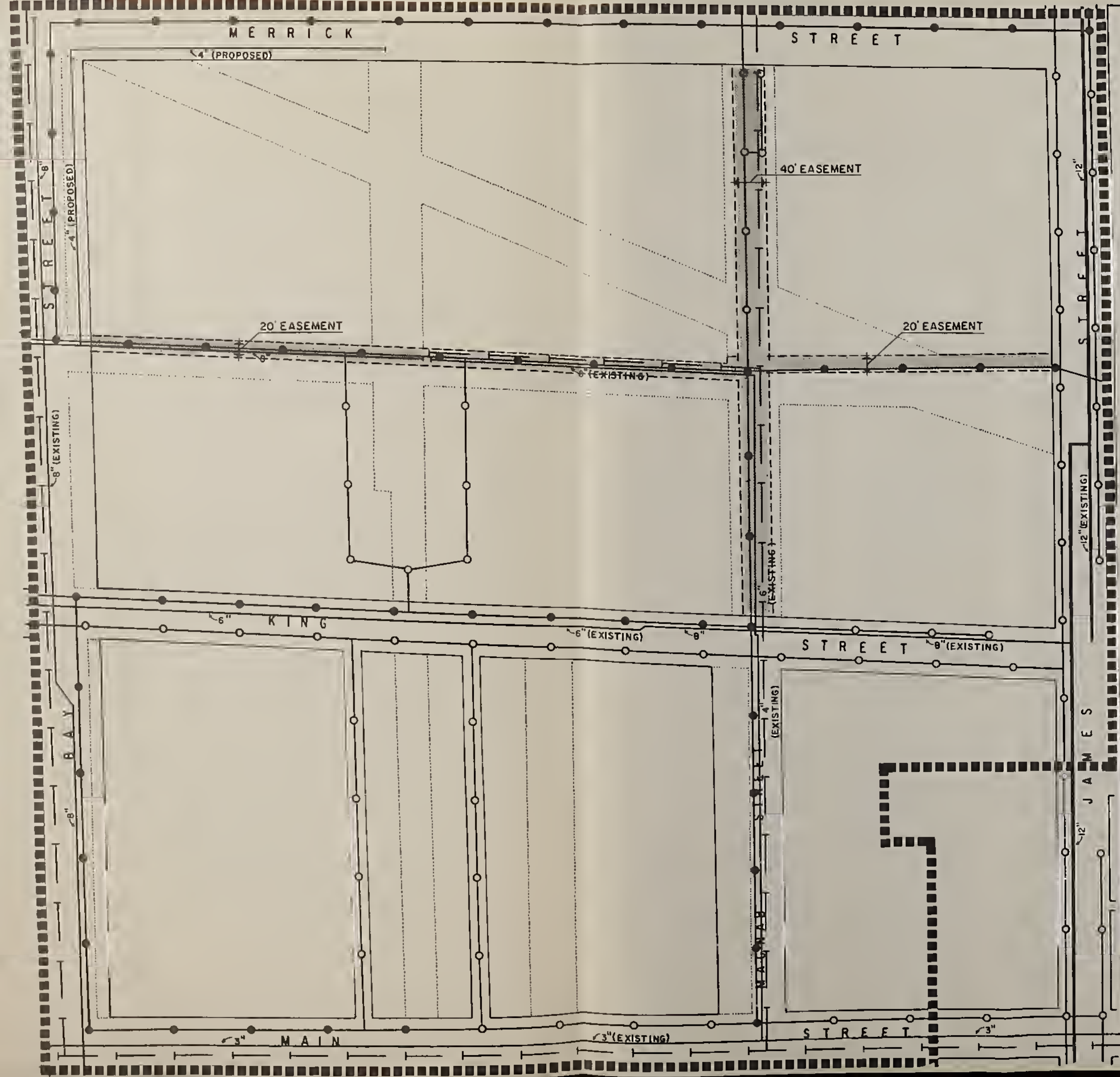
Source: Department of Engineering, City of Hamilton

The connection to Eaton's store will be needed as a result of the abandonment of an existing 8-inch service on York Street. Costs additional to the above include $14,000 for the purpose of removal of hydrants and capping of existing mains for streets to be closed, the relocation of hydrants on streets to be widened, and the closing of services at mains to existing buildings. The estimated total for the Civic Square scheme is accordingly $83,000.

(c) Hydro. The work required by the Hamilton Hydro-Electric System is primarily related to their existing underground cable on York Street between Macnab and James Streets. This facility will have to be relocated in order to accommodate the commercial development north of King Street. A 20-foot easement has been provided for this purpose on the plan in similar fashion to the 40-foot easement along the old right-of-way of Macnab Street which will also accommodate an underground hydro cable without need of relocation. The resultant system is illustrated on Map 14 and the total cost estimated for the work involved is $56,000.

(d) Natural Gas. The necessary changes to the underground mains of United Gas Limited have also been illustrated on Map 14. An attempt has been made in the plan to retain an easement for an existing 8-inch gas main on Market Street, between Bay and Macnab Streets in addition to an existing 6-inch gas main in the Macnab Street easement between Market Street and King Street. Construction of the auditorium will necessitate the installation of a 4-inch intermediate-pressure gas line north on Bay Street from Market Street to Merrick Street and thence east on Merrick Street to Park Street. This will cost $5,300 and will serve to replace the existing 4-inch main on Park between Market and Mary Streets which must be abandoned.

Additional costs of $2,700 include the cost of abandonment of the remaining local mains and the abandonment of an estimated 250 services. The overall total, subject to additional costs, should staged demolition require the provision of temporary service, is about $8,000.



CITY OF HAMILTON

CIVIC SQUARE URBAN RENEWAL SCHEME

MAP NO. 14

PROPOSED GAS, HYDRO AND TELEPHONE LINES

UNDERGROUND TELEPHONE CONDUIT

UNDERGROUND HYDRO CABLE

MAIN CABLE

REGULAR CABLE

GAS LINES

1¼" - 12"

12"

SCALE IN FEET

100 50 0 100 200

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(e) Telephone. The Bell Telephone Company of Canada has indicated that its existing underground conduits would be largely unaffected by the Civic Square proposals. Two such conduits are located on Macnab Street and Market Street and would be retained through provision of appropriate easements (see Map 14). As a result the sole costs would be for temporary relocation of cables resulting from demolition and/or construction of buildings. The estimated total cost is $3,000.

(f) Public Transportation. The location of four bus routes of the Hamilton Street Railway Company would be affected by the closing of certain roads within the Civic Square area and by the altered direction of traffic flow for part of the remaining road system. The buses involved are the Barton and King trolley coaches and the York and Bayfront self-propelled buses. Their present routes are illustrated on Map 9 and the recommended future routes and bus stops on Map 15.

One of the recommendations in the plan is for the widening of Macnab Street between Main and King Street and the provision of a southbound bus lane to accommodate both the Barton and King trolley coach routes. The cost of removing and relocating trolley coach overhead wires from Charles Street (the present loop) to Macnab Street is estimated to be $14,000.

(g) Roads and Sidewalks. The proposed road system has been discussed in a previous section of this report; the following is a summary of the estimated costs of road and sidewalk reconstruction resulting from implementation of the Civic Square scheme.

Bay Street from Main Street to Merrick Street is recommended for complete reconstruction.

60-foot road
9-foot ease sidewalk
5-foot sidewalk
6-foot median

Estimated cost - $102,000

Macnab Street from Main Street to King Street is recommended for complete reconstruction.

60-foot road
12-foot sidewalks
6-foot median

Estimated cost - $ 50,000

Main Street from Bay Street to James Street is recommended for repair over sewer cut in addition to resurfacing of the street and incidental sidewalk repairs.

Estimated cost - $ 31,000

King Street from Bay Street to James Street is recommended for complete reconstruction.

50-foot road
13-foot sidewalks

Estimated cost - $108,000

James Street from Main Street to Merrick Street is recommended for repair over sewer cut in addition to resurfacing of the street and incidental sidewalk repairs.

Estimated cost - $ 23,000

Merrick Street from James Street to Bay Street is recommended for repair over sewer cut and water trench in addition to resurfacing of the street and incidental sidewalk repairs.

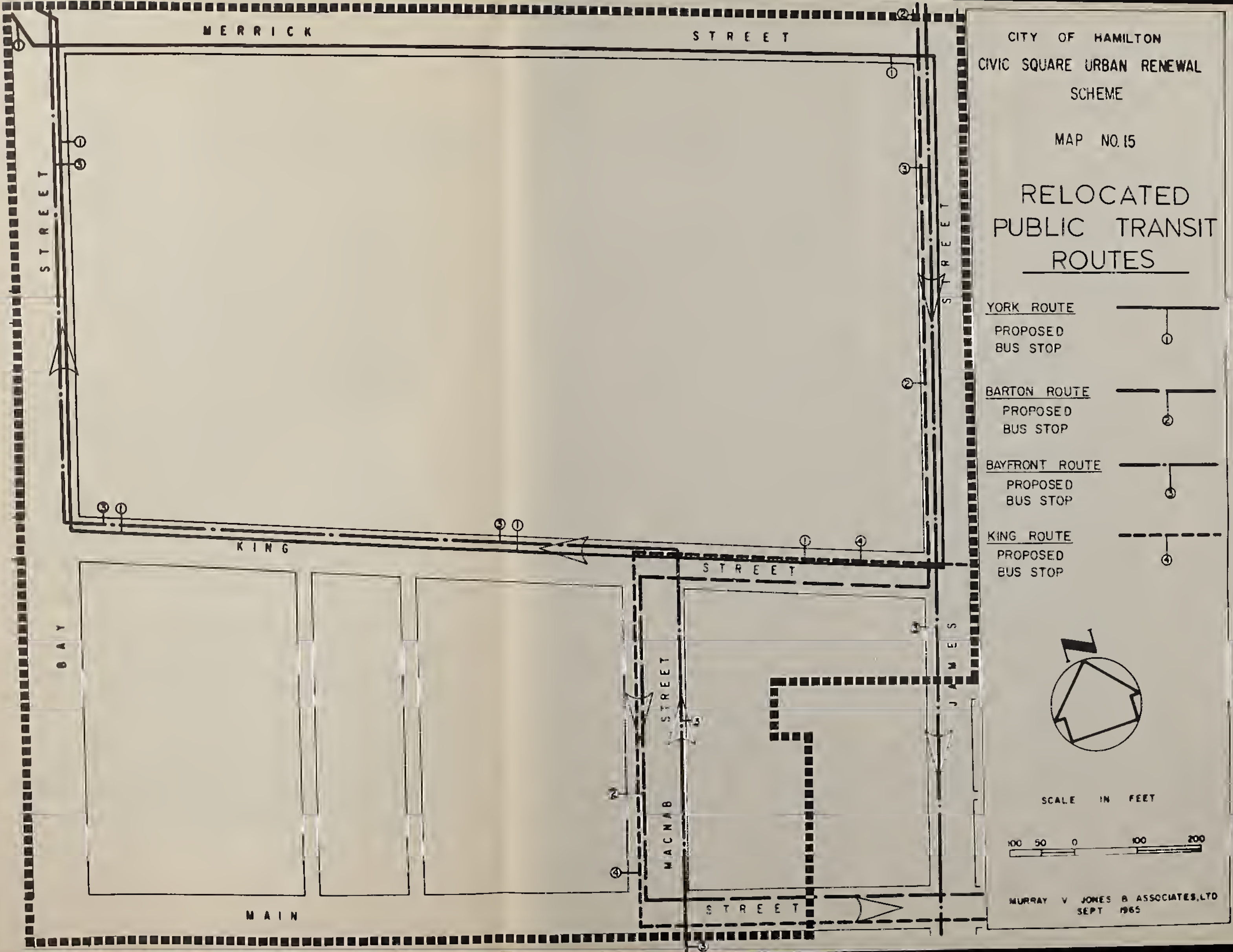
Estimated cost - $ 32,000

Proposed roads would be between King Street and Main Street on both sides of the planetarium site and north of King Street serving the auditorium site and motor hotel including allowance for necessary, storm drainage.

24-foot roads (2)
10-foot sidewalks (2)

Estimated cost - $140,000

The resulting total estimated cost within the Civic Square area is $486,000, a figure which does not include repair and resurfacing to roads affected by related new sewer construction outside Civic Square. The latter involves portions of James, Barton and Catherine Streets and the



CITY OF HAMILTON
CIVIC SQUARE URBAN RENEWAL
SCHEME

MAP NO. 15

RELOCATED
PUBLIC TRANSIT
ROUTES

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total additional cost is estimated to be $78,000.

Summary. The following is a summary of all servicing costs relating directly and indirectly to the proposals for the Civic Square area.

Civic Square Area	
Storm and Sanitary Sewers	$ 787,500
Water-mains	83,000
Hamilton Hydro-Electric System	56,000
United Gas Limited	8,000
Bell Telephone Company	3,000
Hamilton Street Railway Company	14,000
Roads and Sidewalks	486,000
Total	$1,437,500

Outside the Civic Square Area	
Storm and Sanitary Sewers	$1,250,000
Roads and Sidewalks	78,000
Total	$1,328,000
Overall Total	$2,765,500

7. ECONOMIC FEASIBILITY OF PROPOSED PRIVATE REDEVELOPMENT

Summary

From a total of 43.0 acres, three sites totalling 10.8 acres are intended for redevelopment by private investment. The approximate cost of acquiring the land, including the land conveyed by the City through the closing of existing road allowances, valued at $1,665,000, is $11,311,000.

The redevelopment proposals consist of a retail-office complex which includes a department store, retail facilities, an office tower and a motor hotel. In terms of the projected floor area requirements, all of these additions appear justified by the earliest time they can be constructed, excepting, perhaps, the office space which is likely to be fully justified between 1969 and 1974.

The estimated appraisal value of the land for the retail-office complex is almost $6 million, for the hotel it is $1.6 million and $508,000 for the parking garage. The apparent public cost of this redevelopment (in other words the deficit) is approximately $2,261,220. The estimated annual contract rent is likely to be $443,000.

These figures are based on an initial development in light of immediately foreseeable demand. Additional development to meet future growth of demand would increase the appraised value of the land at a later date as well as the annual rent which might be expected.

Introduction

The terms of reference in the agreement read as follows:

"(e) An economic feasibility study of any proposed uses which are programmed for implementation in the first 5 years following completion of the urban renewal scheme. This study should provide:

(i) analysis of market areas to establish demand for various uses;

(ii) comparison of sales and leases in other areas to establish current prices;

(iii) determination of market value of each parcel for uses proposed;

(iv) appraisal value of land for sale or lease for all proposed uses."

For the sake of convenience, the sequence of discussion will be as follows:

Current Price of Land

Demand for Floor Space

Demand for Uses Proposed

Value of Land for Redevelopment

The first item corresponds to subsection (ii) of the terms of reference, whereas subsection (i) is discussed in the second and third item. The last item combines subsections (iii) and (iv) since they basically mean one and the same thing. The appraisal value of land or residual land value represents the highest price a developer may be expected to pay for the land given a specific re-use (and a specific revenue). The current market value of the land may be lower or higher and is determined by the price which the seller is prepared to accept as compensation. Where the present use still yields a substantial net revenue and especially where a speculative element based on expected future demand is involved, the current market value may be higher than the appraisal value, thus calling for public acquisition if redevelopment is to take place.

Current Price of Land

The whole of the Civic Square area - the description of which will not be repeated here - covers 43.01 acres of which 23.53 acres are to be expropriated and cleared. 3.36 acres are covered with buildings which are proposed to be retained and incorporated into the redevelopment scheme. Streets now cover an area of 16.12 acres of which 9.62 are to be retained and 6.50 acres are to be incorporated into the land available for redevelopment. A total of 0.91 acres will be deducted from the existing developed land for the purpose of new streets, thus making a future total of 7.41 acres of roads within the area.

The cost of acquisition of 23.53 acres, as estimated by the Assessment Department of the City, would amount to $19,731,000 including 10% for contingencies. The estimated cost of demolition, after deducting the salvage value of structures, is $910,000 while the relocation of services is calculated to be $2,765,500 Thus the total cost of cleared and serviced land made available for redevelopment comes to $23,406,500.

The question arises as to what value to attach to the land owned by the City which is to be incorporated into the redevelopment scheme. We are at this point concerned only with the portion which is to become part of the land to be redeveloped by the private sector. There are two such parcels: (1) the site of the retail-office complex and (2) the site of the motor hotel. The following Table 17 shows the area of the two parcels and the portion of incorporated publicly-owned land in each of them. The third site, for the Macnab Street parking garage and stores, which is also shown, will not incorporate any public land. These area measurements are not based on a survey, and accordingly must be taken with a possible error of 4%.

Table 17 - Land Proposed for Private Redevelopment

	Total Site Area (sq.ft.)	Expropriated Land (Sq.ft.)	Incorporated Public Land (sq. ft.)
Retail-office complex	307,000	217,000	90,000
Hotel site	96,000	91,000	5,000
Parking garage	67,900*	67,900	-

*Excluding pedestrian walkway.

There is no firmly established practice in the valuation of incorporated road allowances. Investment land is normally appraised for redevelopment purposes on the basis of the capitalized value of the expected future net income which remains after all expenses, financing charges and a reasonable return to the developer on his investment have been met. This is in fact the value of the land for redevelopment. In the present case, we have valued the incorporated public land at this redevelopment value. On this basis the public, as represented by the City, would obtain the benefits of the redevelopment of the land owned by it. The City would convey its holdings to the partnership at its redevelopment value and then draw 25% of the contract rent received by the partnership. This would enable the land to be made available for redevelopment irrespective of its former ownership. The value of the land per square foot is shown in Table 18. It will be seen that the difference between the cost of expropriation and the appraisal or redevelopment value of the land is not very great - excepting in the case of the parking garage. No City land is included in the garage site. Based on the values per square foot shown in Table 18, the appraisal value of the road allowances incorporated in the retail-office complex and the hotel is estimated at $1,589,400 and $75,800 respectively.

Table 18 - Public Cost of Private Redevelopment Land

(in dollars per square foot of land)

	Cost of Expropriated Land*	Value of Incorporated Land	Average	Appraisal Value	Pro-forma Public Cost
Retail-office complex	21.18	17.66	20.14	17.66	2.48
Hotel site	21.18	15.16	20.55	15.16	5.39
Parking garage	21.18	-	21.18	7.48	13.70

* Including a load of $2.24 per square foot for the relocation of services necessary for site preparation.

It should be mentioned that the above method is not the only way of dealing with this problem. Alternative methods are: (1) that the municipality convey the public lands to the partnership without compensation (for $1.00) (this method is financially the most advantageous to the federal and provincial interests in the partnership and the least advantageous to the City); (2) that the municipality be paid one half of the acquisition value of the abutting land for the incorporated street allowance. This is an arbitrary method which is not justified on any ground of principle. The appraisal value of the land, based on its re-use whether public or private, would seem to be the most suitable guiding rule.

Demand for Floor Space

The establishment of demand amounts to an evaluation of future needs for new floor space. Total demand of any particular type of floor space is assumed to have the following components.

(a) the growth accumulated since the base year (1961);

(b) the aggregate attrition since the base year;

(c) the used floor area of cleared structures;

(d) the aggregate floor area constructed since the base year, which is deducted from the sum of the above.

Growth is calculated as a constant yearly increment from the Floor Space Forecast for the C.B.D. in the Appendix of the Central Hamilton Urban Renewal Study, by 'straight line' interpolation. The 'constant ratio' method which, on a superficial examination would appear to be better, was not used; 'straight line' interpolation is considered to yield more realistic results. In the long-range forecast it was assumed that by 1985 appropriate retail facilities will be built in any suburban area where the aggregate consumer spending would justify them; this is a reasonable assumption to make for this type of forecast. A constant ratio of growth would mean a homogeneous growth of commercial floor space over the whole Metropolitan Area between 1961 and 1985. It is obvious however that the growth of floor space cannot be regarded as a continuous flow, but increases rather by 'discrete quanta'. The straight line interpolation, as applied, implies that during the first part of the period of the forecast the C.B.D. will be ahead in development while suburban development will lag relatively behind. Such an assumption is substantiated by the experience of many cities in North America of the size of Hamilton. In the larger cities the reverse situation prevails - growth in the suburbs forges ahead of that in the C.B.D. - and this will in time also happen in Hamilton.

The yearly increment with respect to office floor space is based on the overall growth, assuming that new office space built would be suitable for any type of user, whereas the same assumption would have been incorrect with respect to retail space. Some type of outlets cannot afford and will not locate where prime rent is demanded and the demand for new floor space in the C.B.D. cannot be based on their growth. It was assumed that the outlets able and willing to pay prime rent would belong to the census classifications of Apparel and Accessories Group and Other Retail Stores, while among service establishments, barbershops, beauty parlors and restaurants have been considered to be in the same category. The assumed growth is based on the predicted growth of these outlets.

It has also been assumed that the floor space which was in use in 1961 will, by reason of economic obsolescence, redevelopment, etc., progressively go into disuse. This loss is taken to be a constant yearly decrement, amounting to 2% of the 1961 floor space. This means that in fifty years none of the 1961 floor space will still be used, or at least not for any of the present uses. Considering the physical state of some of the structures, not to mention functional obsolescence, this rate of attrition cannot be regarded as excessive.

This attrition does not include any clearance resulting from the implementation of the Civic Square project. Floor space in use, which will be demolished, is considered to create an immediate demand for new floor space. An adjustment had to be made, however, for the difference in rent between the existing floor space and the new space to be built. The existing commercial floor space in the Civic Square area can be divided into two sharply differing categories: prime rental floor space - paying about $4 per square foot - totalling about 164,000 square feet, and the low rental floor space - at $1 per square foot or even less - amounting to 384,000 square feet approximately. To calculate the immediate demand a replacement factor of 0.8 has been applied to the former and of 0.25 to the latter. This is designed to compensate not only for the difference in rent but also for the considerable under-use of existing floor space, especially in the low-rent category. It cannot be assumed, of course, that all establishments now in the project area would relocate in the new structures. Some establishments will relocate where space is available for approximately the same rent. It is assumed however that these will be replaced by other stores vacating less adequate premises.

Floor space constructed since 1961, already in use or ready for occupancy within the next year, is deducted from the total demand. Although building activity has been relatively low, the addition is not inconsiderable. This new floor space consists of 70,000 square feet of retail and 380,000 square feet of office floor area.

Demand for Uses Proposed

As a matter of practical redevelopment policy, consideration must be given to the fact that development which is much ahead of the current demand would unreasonably impair the economic position of existing facilities, but neither should redevelopment be so far behind reasonable requirements for new floor space as to prop up economically obsolete structures and at the same time cause an undue increase in rents. On the other hand, the proposed development must make adequate use of the land; also buildings of a certain size are more economical to build than others, a fact to which particular consideration must be given if private enterprise is called upon to erect them. Starting from the above premises, the best procedure is to start with a practical design and determine whether such a design is economically feasible in light of the demand for the structures and the floor area contained therein.

The floor areas of the projected buildings are:

(1) a commercial complex occupying approximately 307,000 square feet of land and consisting of the following components:
    (a) a department store of approximately 325,000 square feet of floor area;
    (b) a shopping mall of approximately 185,500 square feet of gross floor area;
    (c) an office building of approximately 200,000 square feet of gross floor area;
(2) a hotel occupying approximately 96,000 square feet of land and consisting of the following:
    (a) 300 rooms and the necessary ancillary facilities;
    (b) a self-contained parking garage of 200 stalls.
(3) a parking garage occupying approximately 67,900 square feet net of land and consisting of the following components:
    (a) a retail area of 33,800 square feet of gross floor space;
    (b) a parking structure accommodating 525 cars.

The Floor Space Forecast for the C.B.D. with respect to department stores, determined 922,800 square feet as the need for new floor space between 1961 and 1985. This figure includes both growth and attrition. The yearly increment based on the forecast is 38,400 square feet. This would mean that 325,000 square feet, as proposed, would be justified in eight years from 1961, say in 1969. It would nonetheless be unrealistic to assume that 2% of the 1961 floor area - which is the attrition decrement - would be in disuse at regular yearly or other intervals. Department stores which, as a rule, either own their premises or else lease it under terms amounting to life time tenure, will tend to use their facilities - assuming the business is not closed for any other reason - until the obsolescence of the premises either threatens to put them at a disadvantage with respect to competitive establishments or other circumstances make it particularly appealing to build new facilities. Nevertheless, old structures, if they are owned, may be completely written off and can show a handsome profit even if sales per square foot are relatively low; hence a substantial marginal increase in sales is needed to justify new buildings. Competitive facilities, justified on the basis of growth, are perhaps the most effective spur to the redevelopment of older establishments.

Due to the possibility that obsolescent floor space may be used for some time, attrition should be disregarded. It would then take twelve years for 325,000 square feet to be justified, based on projected growth alone, that is until 1973. This is not to say that one or more of the existing department stores would face a serious or perhaps disastrous curtailment of its sales if a new department store were to come to the C.B.D. before that time. Department stores are maintained, with a few exceptions, by large companies owning several stores. Decisions made by these companies to build or lease new premises in basically the same location or to expand, locate or relocate in another area are preceded by careful study. The correct interpretation of the interpolation between the 1961 and 1985 floor space figures is, therefore, that if a department store finds it advantageous to locate in the C.B.D., this would preclude the establishment of such an outlet in a suburban area - perhaps until 1973 - where it would directly compete with establishments in the core.

Other retail facilities in the C.B.D. would have little reason to complain of such a decision. Department stores are regarded as 'traffic generators' favourable to the rest of the retail trade by attracting more suburban shoppers.

In terms of the forecast, the economic prospects of 177,150 square feet of net retail floor space located in the shopping mall and under the parking garage are good. The retail floor area lost by clearance of the old structures in the Civic Square area has been calculated to result in an immediate demand for 227,000 square feet of new floor area. This figure has been arrived at by making an appropriate adjustment for higher rents which will result in a more efficient and intensive use of the new space. The requirement for new floor space, including growth and attrition but excluding clearance, is 20,000 square feet yearly. It is apparent that the proposed facilities will not even satisfy the current demand after clearance. Assuming that the redevelopment would be ready for 1968 and deducting 70,000 square feet of newly constructed floor space from the total, there would be an unmet demand for a further 120,000 square feet according to the "low" projection. Unless private investment undertakes to provide the needed floor space, the result will be an extension of the economic life of obsolete structures.

The yearly addition of new office floor space has been estimated at 58,500 and 35,400 square feet on the basis of the high and low forecast respectively. Considering the 380,000 square feet of gross floor area presently or shortly to be on the market, an additional 200,000 square feet of gross floor space would be fully justified by 1970 at the earliest and 1975 at the latest. There are approximately 30,000 square feet of office floor space now in use in the buildings earmarked for clearance in the Civic Square project. Adding this as a further factor of immediate demand, as was done in the case of department stores and retail outlets, the date of full justification would be moved ahead by about a year.

Moreover, a developer is likely to have definite rental prospects before putting an office building on the drawing board; only a part of the rentable office space would thus be left to be taken care of by the market at large.

Office floor space differs from retail floor space in one important respect. Other commercial development in the C.B.D. competes mainly with the suburbs, whereas office space would compete with older structures in the C.B.D. Uses such as jewellery, optical or other precision industries may occupy old but physically sound structures, making them still a reasonably attractive investment until land values and demand for new floor space makes their redevelopment economically desirable.

The proposed hotel included in the Civic Square Scheme could unfortunately not be supported by the same type of market research as the foregoing uses. The 1961 Census data do not lend themselves readily to analysis, inasmuch as they group restaurants, hotels and tourist camps in one single classification. The total receipts of this group in the Metropolitan Area amounted to $29.7 million while in the City proper receipts were $23 million (77.5%). In the four census tracts taken as the C.B.D. in the Retail Sales Analysis, the receipts were $9.5 million (32%). On the assumption that half of this sum represents receipts of restaurants not in hotels, it can be estimated that $7.3 million is the amount spent in restaurants and hotels by the inhabitants of the Metropolitan Area who either live downtown, work there or otherwise visit the C.B.D.; this assumption can be checked when further census data become available. If we were to consider the growth of the population and the increase in real income predicted in the Retail Sales Analysis and based on a constant ratio of growth, there would be an additional $2.7 million of spending by the metropolitan population in 1968. On the further assumption that receipts from the rental of hotel rooms would grow at the same rate, the additional receipts would amount to $3.4 million. The new hotel would initially need perhaps one half of that amount to make it a financial success; however as the additional income grows, that part of it needed by the hotel becomes less.

It may also be noted that there are four hotels with about 175 rooms in the area to be cleared. Although they obviously do not cater to the same clientele as a new luxury operation, their demolition will have economic effects which would be favourable to a new establishment. Hotels are, in any case, very much part of the downtown and, with one exception, the existing facilities are of a rather early vintage; some new blood would be salutary.

Value of Land for Redevelopment

The appraisal value of the land is the residual value. The elements of the calculation of the appraisal value are as follows:

(a) the approximate cost of erecting the proposed structures;

(b) the estimated revenue from the proposed uses;

(c) the cost of financing, which is deducted from the estimated revenue to arrive at the residual income;

(d) the present capitalized value of the annual residual income over a period of fifty years.

The cost of erecting the various structures is summarized in Tables 19, 20 and 21. Floor space calculations are based on design but are nevertheless approximate. Basic construction costs are considered to be reasonable and are a very important factor in determining the residual value of the land. Each dollar spent on construction will result in a deduction of $1.53 from the residual value generated by income with each dollar of net yearly income producing a residual value of $15.76, assuming fifty years of economic life and the type of financing used here. Development and site loading represent all expenditures exclusive of direct construction costs, i.e. architects fees, landscaping, cost of short-term financing, etc.

Table 19 - Cost Estimates - Retail-Office Complex

	Floor Space		Basic Cost	Development & Site Loading		Total Cost
	Gross (sq.ft.)	Net (sq.ft.)	$			$
Department Store	325,000	325,000	17.00	25%	6,906,250	
	10,000		8.00	25%	100,000	7,006,250
Retail Space	185,500	153,000	17.00	25%	3,941,875	
	100,000		8.00	25%	1,000,000	4,941,875
Office Space	200,000	170,000	23.00	25%		5,750,000
Service Space	35,000		8.00	25%		350,000
Total						18,048,125

Table 20 - Cost Estimates - Hotel

	Rooms	Spaces	Basic Cost $	Development & Site Loading	Total Cost $
Hotel	300	-	11,500	25%	4,312,500
Parking		200	2,000	25%	500,000
Total					4,812,500

Table 21 - Cost Estimates - Parking Garage

	Floor Space		Basic Cost $	Development and Site Loading		Total Cost $
	Gross (sq.ft.)	Net (sq.ft.)				
Retail Space	33,800	24,150	17.00	25%	718,250	
	33,800		8.00	25%	338,000	1,056,250
Service Space	25,500		8.00	25%		255,000
Parking	525 stalls		1,500	25%		984,375
Total						2,295,625

With respect to the hotel, the basic costs are expressed in terms of rooms and the cost of other space and facilities needed is loaded into this cost. It is assumed that the structure will be leased; construction costs therefore include fixtures but not furnishings. The self-contained parking garage of the hotel is shown in a similar manner to the hotel.

Tables 22, 23 and 24 show the revenue estimates for each component of the project. The projected rentals are realistic by present standards while vacancy and credit loss has been taken to be 5% (excepting the department store). Operating costs only apply to the commercial and office space but not to the department store. They have been estimated at 80¢ per square foot of the rented commercial area, 40¢ for the malls and 20¢ for the service space; for the office building they are estimated at $1.80 per gross square foot, including a tax loading of 82¢.

Table 22 - Revenue Estimate - Retail-Office Complex

	Net Rentable Area (Sq.ft.)	Projected Rate $	Gross General Income $	Vacancy & Credit Loss $	Gross Effective Income $	Operating Costs $	Effective Net Income $
Department Store	325,000	2.00	650,000		650,000		650,000
Retail Space	153,000	5.50	841,500	42,075	799,425	155,800	643,625
Office Space	170,000	5.00	850,000	42,500	807,500	360,000	447,500
Total							1,741,125

Table 23 - Revenue Estimates - Hotel

	Gross Annual Income $	Vacancy & Credit Loss $	Gross Effective Income $	Operating Costs $	Lessee's Share $	Lessor's Share	
						Hotel $	Parking $
Rooms	1,642,500	492,750	1,149,750	N/A	804,825	344,925	
Food & Beverages	1,277,500	N/A	1,277,500	N/A	1,320,700	76,650	
Concession Rentals	127,750	N/A	127,750	N/A	119,425	19,163	
Parking	70,000	N/A	70,000	21,000	24,500		24,500
Total						440,378	24,500

Table 24 - Revenue Estimates - Parking Garage

	Net Rentable Area (sq.ft.)	Projected Rate $	Gross Annual Income $	Vacancy & Credit Loss $	Gross Effective Income $	Operating Costs $	Net Effective Income $
Retail	24,150	5.70	138,325	6,916	131,409	29,940	104,496
Parking	525*	410.00	215,250	53,812	161,438	48,431	113,007
Service Space	25,500	N/A	N/A	N/A	Nil	5,100	- 5,100
Total							212,403

* Stalls

The estimated income of the hotel is based on the assumption that the facility will be leased by the developer to an operator. The gross annual income of rooms is taken to be $15 per day at 70% occupancy. Other gross income estimates, excluding parking, are derived from this figure by ratios usually accepted for this type of project when preparing a preliminary appraisal. The lessor's and lessee's shares (excepting parking) are also based on values conventionally assumed as part of the terms of the lease. As to the parking garage, it is assumed that the contracting parties will share equally the annual net effective income.

The income of parking stalls is taken at $410 yearly with 75% occupancy of which 30% is deducted for operating expenses.

The residual value of the land is calculated in the following three tables (25, 26 and 27). General considerations applying to all tables will be discussed first. The primary debt is taken to be 75% of the total cost shown in Tables 19, 20 and 21 respectively. The other 25% of the cost is considered the developer's equity. No secondary debt is assumed and no provision is made for the repayment of such debt. The prime interest rate is 7% and it is assumed that the mortgage will be repaid in 25 years. The equity portion bears a 10% return on investment and is fully recovered in fifty years with no allowance for any salvage value; in other words the structures are fully depreciated in fifty years. The annual net effective income is taken from Tables 22, 23 and 24 respectively and is assumed constant throughout the period. The financing load of the first 25 years has both a primary and a secondary component, whereas in the second 25 years there is only a secondary load. Deducting the financing load from the net income gives an income residual (positive or negative). This remaining income is attributed to the land; its present worth capitalized - in this case at the rate of 6% - constitutes the residual value of the land.

Table 25 - Residual Value of Land - Retail-Office Complex

	Primary Debt & Load $	Equity & Secondary Load $	Net Effective Income $	Residual Income $	Residual Value of Land $	
DEPARTMENT STORE	5,367,188	1,789,062				
Years 1-25	460,558	180,445	650,000	+ 8,977	+ 115,000	
26-50		180,445	650,000	+469,555	+1,409,600	1,513,300
RETAIL SPACE	3,856,406	1,285,469				
Years 1-25	330,918	139,652	643,625	+183,055	2,340,000	
26-50		139,652	643,625	+513,973	1,530,600	3,870,600
OFFICE SPACE	4,312,500	1,437,500				
Years 1-25	370,056	144,986	447,500	- 67,542	- 863,400	
26-50		144,986	447,500	+302,514	+ 900,900	+ 37,500
TOTAL						5,421,400

Table 26 - Residual Value of Land - Hotel Site

	Primary Debt & Load $	Equity & Secondary Load $	Net Effective Income $	Residual Income $	Residual Value of Land $	
HOTEL	3,324,375	1,078,125				
Years 1-25	277,452	108,740	440,378	+ 54,096	+ 641,500	
26-50		108,740	440,378	+331,638	+1,017,200	1,658,700
PARKING	375,000	125,000				
Years 1-25	32,179	12,608	24,500	- 20,287	- 259,300	
26-50		12,608	24,500	+ 11,892	+ 35,400	- 223,900
TOTAL						1,434,800

Table 27 - Residual Value of Land - Parking Garage

	Primary Debt & Load $	Equity & Secondary Load $	Net Effective Income $	Residual Income $	Residual Value of Land $	
RETAIL SPACE	792,188	264,062				
Years 1-25	67,978	26,633	101,469	6,858	87,700	
26-50		26,633	101,469	74,836	222,900	310,600
PARKING	738,281	246,094				
Years 1-25	63,352	24,281	113,007	25,374	324,400	
26-50		24,281	113,007	88,726	264,200	588,600
SERVICE SPACE	191,250	63,750				
Years 1-25	16,411	6,430	- 5,100	-27,941	-357,200	
26-50		6,430	- 5,100	-11,530	- 34,300	-391,500
TOTAL						507,700

Table 25 shows that the greatest residual value is produced by the commercial floor space and in particular by the retail stores of the retail-office complex. The department store is considered a 'traffic generator' contributing to the success of the rest of the commercial space. It is also under a long-term lease, not subject to vacancy or management expenses and enjoying special rates. This is reflected in the lower residual value. It should be noted that the capital cost of the underground service space for loading and unloading has been loaded into these two components of the complex on a pro rata basis. The office space, for practical purposes, adds nothing to the residual value. Either lower construction costs - which could be the result of a higher building - or higher rents would make this a more attractive investment. The retail dollar spent by office workers is an increasingly important part of the sales in the central business district. To provide office space at reasonable rent is a prudent policy to head off the dissipation of the labour force and contributes to the success of the rest of the undertaking.

The parking garage of the hotel represents an actual loss, inasmuch as the 10% assumed return on the investment means a negative residual income. The method of calculation is to capitalize this loss as a negative land value which is deducted from the value produced by the other part. However, the cost of the garage is necessary to make the undertaking as a whole a going concern.

The relatively low residual value of the site of the parking garage is the result of the capital and maintenance costs of an underground unloading service area which is desirable from the point of view of downtown traffic. If such an arrangement could be omitted (or paid for in a different way) the residual land value would be considerably higher ($13.24 per square foot).

The residual value of the land in the case of each of the projects represents the maximum price a developer should pay for the land if he were to develop it as proposed. Given the land requirements of the two projects the residual land values per square foot are estimated as follows:

Retail-office complex	$17.66
Motor hotel	$15.16
Parking garage	$ 7.48

The next question is, given the above residual value, what would be an equitable contract rent for the land, since the City intends to retain title to the land? It would be impractical to go into the intricacies of long-term land leases; the attempt is only to give a reasonable idea of what the proceeds of such an arrangement might be. The contract rent cannot exceed the residual income, since that is the income attributed to the land. More than that would take away from the developer's return on his investment. The means by which the capital cost is amortized in our calculations gives a different residual income in the first 25 years than in the second. To convert this into a constant annual rent, we can consider the residual value as a loan to the developer on which he pays interest during the term of the lease, at the end of which the land reverts to the City. The interest rate cannot be higher than 6% since this was the capitalization rate used. The City, however, might consider charging less than 6% as an added incentive to redevelopment, or as a reward to meet particular design standards. The contract rent per square foot of land is given below for 6% and 5-3/4%.

Table 28 - Proposed Contract-Rent for Land Leased

	Residual Land Value	Rate 6%	Rate 5-3/4%
Retail-office complex	17.66	1.06	1.02
Motor hotel	15.16	.91	.87
Parking garage	7.48	.45	.43

The above amounts are, however, only tenative because the actual contract-rent will be the result of negotiations. What was sought to be shown in the foregoing is that redevelopment of a portion of the land is economically feasible at a reasonably small cost, in terms of land write-down, to the public.

Conclusion

The foregoing estimate of the appraisal value of the land intended for private redevelopment depends, as has been shown, on a combination of the following factors:

(1) the floor space proposed for the various uses;

(2) the estimated revenue obtained from each of the uses;

(3) the estimated capital costs of the facilities proposed;

(4) the rate of interest and other terms of financing.

Each of the above factors has been given a specific value in our calculation of the appraisal value of the land. A different value for any one of the factors would of course alter the result. It will be appreciated that a private developer, in submitting proposals, may make somewhat different estimates of the above factors and give them somewhat different values than we have done. Differences in the appraisal value of the land are therefore to be expected in light of the details of each proposal, with the result that the "write-down" in the value of the land will also vary.

It is possible to determine the precise effect on the appraisal value of a given change in each of the four factors, assuming that the other three remain the same. The mathematical relationships for this purpose have been worked out and can be applied to an analysis of proposals which are received. This will be helpful in evaluating the proposals from an economic point of view and in negotiating with respect to adjustments or alterations which may seem desirable.

Finally, it should be stressed that the proposed redevelopment represents an initial phase based on immediately foreseeable requirements by the time the facilities are likely to be completed or, in the case of the office building, within ten years at the most. Our projections however suggest a continuing growth in demand, on the basis of which further development may be expected to become economically feasible in future. In other words, what is often referred to as "densification" may take place at a later date. This would increase the net revenue attributable to the land, and hence both its residual value and the annual rent which a developer could afford to pay. The terms of the lease will no doubt make provision for this possibility.

8. COST ANALYSIS

Table 29 shows the cost of acquisition of the lands to be redeveloped in the Civic Square scheme, together with the cost of clearance and services. The total comes to $23,406,500, but does not include any value assigned to the public lands (road allowances) which will be included in the various projects. In the case of public projects this value has yet to be determined; in the case of the private redevelopment it has been estimated at $1,665,200.

Acquisition costs are based on estimates provided by the Assessment Department block by block - see Table 30 - together with the assessed values of individual properties. Since the present street lines seldom coincide with the site boundaries of the proposed projects, it has been necessary to estimate acquisition costs for each project in terms of the assessed values of individual properties multiplied by the ratio of the acquisition cost for each block to the total assessment of that block. The acquisition cost of properties which lie in two different project sites have been assigned wholly to the project which comes first in the suggested order of priority. The suggested priority phasing is given in the final column of Table 29 and is illustrated in Map 16.

Table 29 -

ESTIMATED COSTS OF ACQUISITION, CLEARANCE AND SERVICES, AND SUGGESTED PRIORITY PHASING

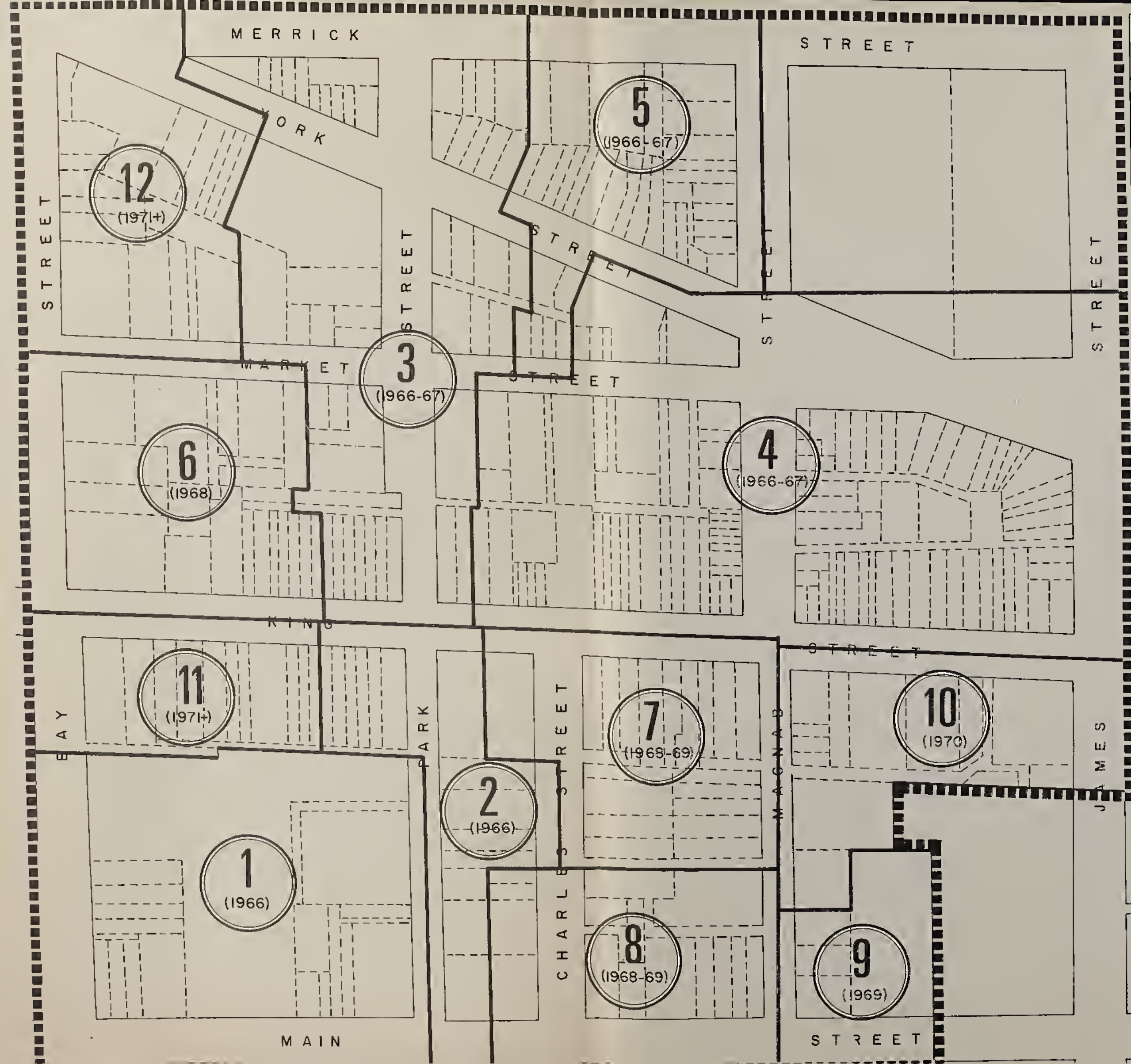
	Priority	Block Number[1]	Site Area (sq.ft.) To be Acquired	Site Area (sq.ft.) City Owned[2]	Site Area (sq.ft.) Total	Estimated Acquisition Cost $	Services $	Clearance $	Total $	Suggested Clearance Date
1.	Education Centre	42	105,000	-	105,000	1,320,000	219,000	74,200	1,613,200	1966
2.	Planetarium[3]	42,45W	77,000	19,000	96,000	964,000	215,000	67,900	1,246,900	1966
3.	Auditorium[3]	40N,40,41 43,44N,44	111,000	71,000	182,000	2,137,000	379,600	128,700	2,645,300	1966-67
4.	Commercial Complex	44N,44 46,46N	217,000	90,000	307,000	6,880,000	687,700	217,000	7,784,700	1966-67
5.	Market Garage Ext'n	43,44N	78,000	44,000	122,000	1,185,000	254,500	86,300	1,525,800	1966-67
6.	Motor Hotel	41	91,000	5,000	96,000	753,000	215,000	67,900	1,035,900	1968
7.	Library	45	64,000	16,000	80,000	1,529,000	166,900	56,600	1,752,500	1968-69
8.	Art Gallery	45W	48,000	12,000	60,000	1,052,000	125,200	42,400	1,219,600	1968-69
9.	Centenary United Church	47	23,000	-	23,000	770,000	48,000	16,300	834,300	1969
10.	New Garage[4]	47	71,000	-	71,000	2,000,000	152,100	50,200	2,202,300	1970
11.	Future Public Use	42	43,000	-	43,000	723,000	89,700	30,400	843,100	1971+
12.	Auditorium Extension	40N,41	78,000	24,000	102,000	418,000	212,800	72,100	702,900	1971+
	TOTALS		1,006,000	281,000	1,287,000	$ 19,731,000	$ 2,765,500	$ 910,000	$ 23,406,500	

1) See Map 16.
2) Closed road allowances.
3) Including adjoining roads and peripheral landscaping.
4) Including pedestrian walkway to James Street.

Table 30 - Estimated Acquisition Costs by Block

Block Number	Estimated Acquisition Cost $
40	1,188,000
40N	253,000
41	1,100,000
42	2,332,000
43	1,232,000
44N	869,000
44	1,870,000
45W	1,221,000
45	2,035,000
46*	4,861,000
47	2,770,000
TOTAL	$19,731,000

*Includes a portion of Block 46N



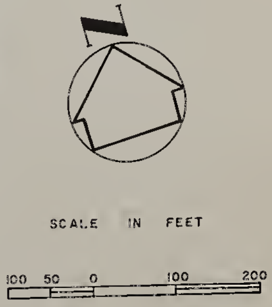
CITY OF HAMILTON

CIVIC SQUARE URBAN RENEWAL SCHEME

MAP NO. 16

PHASING OF LAND ACQUISITION

1 EDUCATION CENTRE
2 PLANETARIUM
3 CIVIC AUDITORIUM
4 COMMERCIAL DEVELOPMENT
5 MARKET GARAGE EXTENSION
6 MOTOR HOTEL
7 LIBRARY
8 ART GALLERY
9 CENTENARY UNITED CHURCH
10 MACNAB STREET GARAGE & STORES
11 FUTURE PUBLIC USE
12 AUDITORIUM EXTENSION



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Clearance costs have been estimated on the basis of the floor area of the buildings to be demolished, taking into account the type of structure. Together with service costs, they have been allocated to each project in proportion to its site area. Although this is admittedly somewhat rough, it is considered an adequate indication at this early stage of the scheme.

The land for the planetarium is to be conveyed at a nominal cost of $1.00 per square foot. It is not possible to determine the re-use value of the lands to be redeveloped as public projects, namely, the education centre, the auditorium and the library. This will be a matter for discussion and agreement between the partnership on the one hand and the City and its public agencies on the other. The lands intended for the art gallery, the Centenary United Church, the land for future public use north of the education centre, the auditorium extension and the market garage are essentially in the same position. Thus, the ultimate cost to the City of the land required for these projects cannot now be known, although it is evident that, to the extent of the "write-down" involved, the ultimate cost will exceed one-quarter of the amounts shown in Table 29. Correspondingly, the cost to the partnership will be less than three-quarters of these amounts. It follows that the phasing is in terms of the cost of acquisition and site preparation rather than of the ultimate cost to the City and its agencies.

The difference is emphasized by the fact that Table 29 excludes any construction costs of the projected buildings. Preliminary cost estimates for the education centre, the library and the auditorium are already included in the City's current capital works program. Construction costs of buildings to be undertaken later remain to be determined and may be expected to effect the time-table of the scheme. The commercial complex intended for private redevelopment has been given a high priority, partly on account of its importance to the C.B.D. in light of the demand for the re-uses proposed, partly in order that the partnership and the City will begin to receive some income on their investment at a reasonably early date.

Most of the projects include some land now owned by the City as well as private land to be acquired. As stated in the previous section, there is no firmly accepted practice in the valuation of such land which is to be incorporated in redevelopment projects. The principle has been adopted that this land should be considered to have the same redevelopment value as the privately owned land; that is to say, the total area of land required for each project should be included and all the land be assigned the same average value per square foot. This redevelopment value would then be considered the "acquisition" cost of the public land. In the case of the public projects, this redevelopment value will depend on the value agreed on between the partnership and the City. In the case of the lands intended for private redevelopment, the appraisal value estimated in the previous section has been applied to the lands at present in public as well as private ownership, with the result that the street allowances incorporated in the commercial complex and the hotel are valued at $1,665,200. Adding these values to the cost of acquisition, the total from Table 29 becomes $25,071,700. The phasing of these costs is then as follows:

	Total	City's Share
1966	$ 2,860,100	$ 871,300
1966-67	13,545,200	3,862,350
1968	1,111,700	355,350
1968-69	2,972,100	848,200
1969	834,300	225,875
1970	2,202,300	605,350
1971+	1,546,000	495,500
	$25,071,700	$7,263,925*

*Gross share - the net share would be after deduction of the redevelopment value of the road allowances incorporated in each project site.

The City's share is shown as somewhat more than one-quarter of the total. The reason for this is that the service costs shown in Table 29 include $1,328,000 of services outside the scheme area (see page 61). The cost of these services would not be shared by the partnership but paid for entirely by the City.

III PROCEDURES

1. COMMERCIAL AND INDUSTRIAL RELOCATION

As noted previously the primary existing use of land in the Civic Square area is for retail and service commercial purposes, with manufacturing, warehousing, wholesale, residential and office space uses comprising the remainder. Because of the dominant nature of commercial facilities and the considerable variation in the economic levels of operation, the major relocation problem is associated with that use. The Civic Square area uses may be divided into four categories in terms of their relocation requirements. The four categories are summarized in Table 31 and discussed below:

(a) 210,000 square feet of floor area in retail and service use in the area adjacent to James Street. These uses at present are able to pay the relatively high rents for their central locations and a considerable number of them may be seriously interested in new accommodation in the area. The primary difficulty is in staging of clearance and construction, or failing that, in the provision of interim accommodation until new space is available.

(b) 48,000 square feet of medium-rent office space which can relocate in vacant space near downtown.

(c) 450,000 square feet in retail and service use with low rent. It is assumed that these will not be able to afford space in new buildings.

(d) 364,000 square feet in manufacturing, warehouse and wholesale uses. Many of these could afford and benefit from new space away from the Civic Square area.

In the following table the high-rent area is defined as the floor space in Blocks 46 and 47 (see Map 2) plus 10% of the remaining floor space, with the low-rent area accordingly including the balance of retail and service space. In terms of basement space in the high-rent area it is assumed that about 27,000 square feet of the total of 40,000 square feet will not be essential in a new location. This is because of the casual and, in many instances, inefficient use of basement space where the same is provided for little, if any, additional rent. The table also compensates for retail and service space on upper floors in the high-rent area. A total of 60,000 square feet of such space is listed with the first floor space in the low-rent district on the assumption that its quality and rental levels are common with the latter.

Table 31 - Relocation Categories of Commercial and Industrial Uses

		Total	Basement	Ground Floor	Upper Floors
(a) Retail and Service	Floor Area: (sq.ft.)	210,000	40,000	120,000	50,000
High Rent	Rent:	-	-	$4.00	$1.15
(b) Office	Floor Area: (sq.ft.)	48,000	2,000	17,000	29,000
	Rent:	-	-	$2.90	$1.70
(c) Retail and Service	Floor Area: (sq.ft.)	450,000	50,000	270,000	130,000
Low Rent	Rent:	-	-	$1.00	$0.50
(d) Manufacturing, Wholesale, Warehouse, etc.	Floor Area: (sq.ft.)	364,000	45,000	154,000	165,000
	Rent:	-	-	$0.90	$0.50

Proposals for the relocation of these many commercial uses in Civic Square include the following:

(1) Moving and Dislocation Payments. In general, allowances for moving and dislocation costs in urban renewal are hopelessly inadequate, especially in the case of marginal retail operations in leased space. Consideration should be given to:

(a) the payment of certified actual moving costs, or alternatively the payment of a standardized moving cost if the business owner chooses to make his own moving arrangements. There should not be any final upper limit on moving costs except for safeguards to prevent paying for the movement of superfluous or valueless material. Standard moving costs could be based on the lowest of estimates by moving firms;

(b) the payment of costs for special items such as dismantling, rewiring and adjustment of machinery and built-in shelves and showcases;

(c) the payment of dislocation allowances to all affected business owners, where they are able and willing to re-establish themselves. This payment should be large enough to compensate for business disruption while moving, loss of trade during the moving period to new location, increased advertising costs and the partial adjustment to the possible increase in acquisition or leasing costs;

(d) the payment of dislocation allowances to owners who are not interested or capable of re-establishing their businesses. This payment should be adequate to compensate for the termination of their operation despite the absence of relocation costs.

(2) Commercial Redevelopment. Businesses displaced by the implementation of the scheme should be given first right of refusal for leased space in the new complex.

(3) Temporary Relocation. Many merchants or office tenants taking advantage of the provisions of Item 2 will face a minimum period of eighteen months to two years between the time that their present structure is demolished and the new complex is opened. This situation will be somewhat alleviated by proper staging of the redevelopment so that some of the existing buildings in the Civic Square may remain until some of the new commercial accommodation is available. This will nevertheless leave many businesses to find some sort of temporary accommodation. While it does involve a double move with attendant expense and inconvenience the plan in these cases calls for space to be offered in buildings in the area which are either now vacant or of which vacant possession may be obtained in advance of the need for clearance.

(4) Permanent Retail Relocation.

(a) Private purchase or lease - the relocation branch of the City's urban renewal administration is cooperating closely with the Hamilton Real Estate Board, the Hamilton Downtown Association and the York Street Businessmen's Association to provide a complete and current picture of all available space for sale or lease in the central area of the city, with details of size, location, cost and all other factors of importance so that this information may be provided to all businesses moving permanently from the Civic Square area.

As described earlier, there are 450,000 square feet of floor space in Civic Square at present occupied by retail and service operations paying low rent. Since space in new construction in Civic Square will be more expensive, all these businesses will be obliged to compete for the vacant space in the rest of the city. Many of the businesses concerned are marginal and obsolescent, offering services of limited usefulness to the public and surviving only because the rents are low and because the owner-operator can live on a small income. Forced relocation due to the Civic Square Scheme will be a severe disruption to these businesses and a substantial number cannot be expected to survive, particularly those small businesses operating in cheap rented space.

(b) Special cases - a problem peculiar to the Civic Square area is to be found in the concentration of butcher shops and specialty food and confectionery stores along Macnab Street between King and Market and in the immediate vicinity. It is proposed that space be provided for these shops in conjunction with the expansion of the Market Garage by providing permanent stores on the ground floor - a plan which has worked with notable success in several other centres including London and Windsor. This would provide about 15,000 square feet of ground floor space for these shops close to their present location and adjacent to the future open market area. This again involves proper staging in order to reduce the necessity for interim and temporary moves.

(5) Industrial and Warehousing Relocation. Despite the fact that it is centred on the commercial core of the city, the Civic Square area contains a surprising number of light manufacturing, warehouse, and wholesale uses. Some of the automotive parts distributors who are now crowded into old multi-storey buildings have indicated in the survey the advantages of ground-floor operation with adequate parking space and the need to be near their competitors but not necessarily downtown. The total floor area in Civic Square devoted to these uses is 364,000 square feet (see Table 10).

These operations have been established in their present location for a variety of reasons, the most notable being the advanced age of the buildings and the related lower rental levels. This fact and the fact that some fairly large parcels of land have been in the same ownership for a great many years has made it economical to continue certain uses in these parcels even though they would ordinarily not be central core functions.

It is proposed to provide an industrial site suitable for light manufacturing, wholesaling and warehousing operations in a portion of the York Street Urban Renewal Area where substandard houses are now mixed with scrapyards and industries. Such a location would be only a few blocks from the boundary of Civic Square and accessible from the arterial road system. This plan contemplates a combination of public action in land assembly and clearance and private action in redevelopment to provide the facilities required. There are indications from real estate firms interested in this field that there is already some demand for a properly designed industrial area of the proposed nature in the city and further demand will be created over the next two years by clearance activities in the North End Renewal Area. There can accordingly be little doubt of the economic feasibility of the proposed industrial estate for private development. While the above points offer a general outline of the proposed commercial relocation procedures it must always be remembered that each case will present its own peculiar circumstances and that each will be dealt with on an individual basis. It is recommended that the relocation branch administer all aspects of commercial relocation under the direct supervision of the Urban Renewal Commissioner and his executive assistant.

2. RESIDENTIAL RELOCATION

(a) Rehousing Problem

Because of the predominantly commercial nature of the Civic Square area, residential accommodation is almost completely confined to apartments and flats above stores. There are only fourteen wholly residential buildings in the area, twelve of which are semi-detached structures. These houses are located in the west blocks fronting on Bay Street.

It is significant that all the living space in the Civic Square area can be classed as substandard either by structural condition, by location or by obsolescence (see section on Substandard Conditions). Conversion of some upper floors from commercial to residential use has resulted in many apartments with poor lighting and ventilation, entrances off rear alleys and inadequate plumbing and heating facilities. Steep and narrow stairwells, rotting wooden porches and rear exits, peeling wallpaper and cracked or missing plaster are generally common conditions throughout the area. The damp and musty atmosphere in many buildings reflects the absence of sound maintenance policies. By contemporary residential standards, accommodation in this area is obsolete by virtue of its type, age, and condition.

The survey indicates that over 500 persons reside in the area. While this total represents the maximum number of persons to be relocated, it is unlikely that all area residents would require municipal assistance in seeking suitable alternative accommodation. For example, it is assumed that the high proportion of rooming house residents under sixty years of age (estimated to represent 20% of area population) will prefer to find similar accommodation in areas peripheral to Civic Square. It is further assumed that a proportion of the fourteen households presently seeking new accommodation, the twelve owner-occupied households and the childless family and single person non-family households will relocate on their own.

The primary relocation problem will undoubtedly involve the families with children and the senior citizens resident in the area (Table 32). In total, this would require that alternative accommodation be provided for a minimum of 45 families, 6 senior couples and 68 single senior citizens.

Family income is a reasonable measure of the number and type (public or private) of relocation units necessary for the rehousing of persons displaced by renewal. The broad income ranges, set out in the Survey questionnaire and designed to encourage replies without disclosure, do not permit an accurate calculation of family income. It has nevertheless been established that employed individuals earning less than $250 a month represent 52% of the family and 77% of the non-family labour force. About 89% of senior citizens receive less than $166 a month as old age pensioners.

(b) Rehousing Proposals

The survey indicated that public and/or senior citizens' housing will be desirable for many of the persons displaced. At present, the City has more than 1,100 public housing units and over 300 senior citizens' units existing or proposed for construction. One of these is the 150-unit senior citizens' apartment to be built in the spring of 1967 in the North End Urban Renewal Area. In addition, consideration is being given to the provision of additional sites in the York Street Urban Renewal Area for construction of Ontario Housing Corporation geared-to-income accommodation. Persons displaced in the Civic Square area and meeting the requirements of the Ontario Housing Corporation should be given priority in obtaining whatever accommodation is available. Relocation of area residents will proceed in a staging program consistent with that proposed for the redevelopment of the Civic Square area.

(c) Administrative Arrangements

The staff of the Urban Renewal Department will undertake the responsibility for relocation of Civic Square residents. Staff procedures will include the following services:

(1) personal interviews with all persons affected by the Civic Square Scheme;

(2) provision of the daily multiple listing service of the Hamilton Real Estate Board to those interested in purchasing homes;

(3) assistance in making applications for Ontario Housing accommodation;

(4) advice and help in dealing with public welfare, mothers' allowances and other forms of assistance payments which may be affected by a move;

(5) provision of transportation in cases where persons may find it difficult to travel in search of new accommodation.

Once the Civic Square Scheme is approved moving allowances should be paid to all displaced residents, whether owners or tenants, over and above any settlements reached on the purchase of properties. Moving allowances should be based on the number of occupied rooms with additional amounts paid for the moving of bulky and unusual items (e.g. pianos, home freezers etc.).

In the first seven months of 1965, the relocation staff of the Hamilton Urban Renewal Committee obtained new accommodation for 167 families from the North End Urban Renewal Area. The experience gained by the staff in dealing with the special problems of the North End will be of great value when applied to the Civic Square area.

TABLE 32 - DISTRIBUTION OF CIVIC SQUARE RESIDENTS BY HOUSEHOLD CHARACTERISTICS

BLOCK No.	Civic Square Total (1)		Family Households (2)				Non-Family		Persons Over 60 Years of Age				
			Without Children		With Children		Under 60 Years of Age		Single Persons		Married Couples		Lodgers
	Hslds	Persons	Hslds	Persons	Hslds	Persons	Hslds	Persons	Hslds	Persons	Hslds	Persons	Persons
40N	7	30	1	2	5	27	1	1					
40	13	28	5	11	3	10	3	4	2	2			1
41	23	69	5	19	6	23	5	12	5	9	2	4	2
42	33	89	6	13	15	53	6	11	4	5	2	4	3
43	19	92	4	8	7	30	(3) 6	32	2	2		(4) 2	(3) 18
44N	3	11					1	1	(5) 2	4			(5) 6
44	11	22	4	8	2	8	3	3	2	3			--
45	7	18	3	7	1	4	3	6					1
46	13	24	1	2	3	12			8	8	1	2	
47	13	25	5	11	3	7	1	1	3	3	1	2	1
TOTAL	142	408	34	81	45	174	29	71	28	36	6	14	32

(1) Total for 142 tabulated households
(2) Excludes persons and lodgers over 60 years of age
(3) Includes 3 rooming houses
(4) Represents senior citizen couple residing with related family
(5) Includes 1 rooming house

3. PLAN FOR LAND DISPOSAL

(a) Acquisition. It is recommended that the City acquire all properties on behalf of the federal-provincial-municipal renewal partnership. Offering prices should be determined by independent appraisals and reviewed by an appraisal sub-committee representative of the three levels of government. Negotiations should be conducted by the City's Director and Assistant Director of Real Estate and all legal proceedings and services including necessary expropriations should be handled by the City's Legal Department.

(b) Management. Agreements to be negotiated with the Federal and Provincial governments should make provision for a 5% management fee to be deducted by the City for administering any properties which are leased out after acquisition. Property management is undertaken by the Urban Renewal Department with rent collections and accounts being the responsibility of the Treasury Department. It is proposed that acquisitions should proceed on any properties which come on the market within the scheme boundary area as soon as all of the necessary approvals have been obtained. By proceeding in this manner it will be possible to maintain good relations with owners who may wish to dispose of their properties in advance of the plan schedule, to reduce the extent of future legal action, and to provide temporary accommodation for businesses awaiting the construction of new store space. This policy has been followed in a limited manner but with marked success in the City's North End Program.

(c) Clearance. Demolition and clearance should be carried out under contract by demolition contractors hired on the basis of competitive tenders. The phasing of development has already been described in Part II of this report (see Table 29 and Map 16) but may be summarized as follows:

Year	Clearance Required For
1966	Education Centre Planetarium
1966-67	Auditorium Commercial Development Market Garage Extension
1968	Motor Hotel
1968-69	Library Art Gallery
1969	Centenary United Church
1970	Macnab Street Garage and Stores
1971+	Future Public Use (Education Centre site) Auditorium Extension

Under the above program the buildings north of the education centre will remain for about five years or more and thus provide for some of the required temporary relocation space for commercial enterprises. The clearance for the commercial complex will of necessity be accompanied by the clearance for the Market Garage extension which is required not only for additional parking but also for ramp access to the underground service area. The year for clearance of the motor hotel site is somewhat arbitrary as it cannot be determined at this time whether the hotel would become part of a "package" with the commercial complex.

The clearance and reconstruction of Centenary United Church on a new site must precede the Macnab Street parking garage; the site for the latter use extends well past the northern limit of the present church building. The most indefinite uses in point of time include the auditorium extension and the use of the north end of the education centre site for some public purpose. It is highly likely that this land will be required for the extended needs of the education function although probably not for at least five years.

The proposed program of clearance must be closely related to the timetable to be established for the York Street Urban Renewal Scheme. The need for residential relocation (which must be met outside the Civic Square area) and the possible relocation of specialized wholesale and warehouse uses have both been mentioned in this regard and will be taken into consideration in the subsequent preparation of the York Street Scheme.

(d) Disposal Techniques

(i) Public Uses - The sale price of all lands to be used for various public purposes will be the subject of negotiations between the City, the senior levels of government and the relevant agencies.

(ii) Private Development - The lands designated for commercial use should be leased on a competitive basis to private developers. The competition should not involve the leasing rate which would be determined by negotiation with the developer (or developers) selected as a result of the competition, in the light of the economic studies and market analysis included in Part II of this report. The renewal partnership should set out in detailed form the maximum and minimum permissible densities, the general development plan and such other terms of competition as may be decided upon at the time. Proposals should be invited and be judged on design, practicability and compatibility with the overall Civic Square Renewal Scheme.

4. TECHNIQUES FOR LAND USE CONTROL

The existing Official Plan and Zoning By-law for the City of Hamilton have been described in the Central Hamilton Urban Renewal Study (in reference to the larger area) and in a preceding section of this report in relation to the Civic Square area. It has been indicated that an amendment to the Official Plan may technically be required although the plan itself is so inadequate as to be difficult to interpret in this regard. It is accordingly doubtful if any significant means of control would be developed through an official plan amendment apart from the simplest definitions of land-use categories.

The zoning by-law presents a somewhat different problem. The various zones and their permitted uses are capable of adaptation to the Civic Square Scheme as are the development standards related to each zone. The by-law has nonetheless been primarily designed to cope with limited private redevelopment. The arbitrary assignment of zones and related standards to accommodate the individual demands of the various uses within a comprehensive urban renewal scheme is both difficult and meaningless. Public control over redevelopment proposals is inherent in the case of public uses. The remaining components of the scheme can be directly controlled through the committee established to evaluate private development proposals.

The long-term needs of development control should accordingly be met through the preparation of a specific by-law which should reflect the final decisions on the form and nature of the proposed uses. This by-law (or by-laws as the case may be) need not have any direct relation to the provisions of the existing zoning by-law.

One further area of concern with regard to development controls is related to the future use of the adjoining lands where no urban renewal measures are immediately contemplated. The recommendations of the Central Hamilton Urban Renewal Study should ultimately be reflected in both a comprehensive amendment to the official plan and to appropriate amendments both locally and generally to the zoning by-law. Unless adequate care is taken to control the nature of private redevelopment within these peripheral areas the result may be prejudicial to the renewal area itself and wasteful of the energy which may be generated in the private investment field as a result of the implementation of the scheme.

5. STAFF AND ORGANIZATION

To carry out the renewal program it will be necessary to expand the present staff by the addition of at least one inspector to aid the project manager, one person versed in commercial real estate to strengthen the relocation branch, and an office manager to deal with the details of administration of the project. Two additional stenographers will also be required.

The Department has call, as required, on the services of the City Architect's Department, the Urban Renewal Section of the Planning Department, the Real Estate Division of the Assessment Department and all other departments and individuals in the City's employ who may make contributions to its work. In each case time and materials are charged by the various departments to the project costs and become a sharable expense. Consultants may be retained to deal with special problems from time to time.

POPULATION AND SOCIAL CHARACTERISTICS

1. Interviewer.. 2. Date......................

3. Street address...................................... 4. Block No..................

5. Number of persons in household	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Status - Main Family														
Related Family														
Lodging Family														
Lodger														
Relationship - Husband														
Wife														
Child														
Other-related														
unrelated														
Sex - Male (M) Female (F)														
Age - 0 to 4 years														
5 to 13 years														
14 to 18 years														
19 to 60 years														
over 60 years														
Employment - Professional, managerial, technical														
Sales, service, clerical														
Construction, Mfg.														
Manual labour														
Part-time														
Unemployed														
Retired														
At school - Pub.elementary														
Pub.secondary														
Sep.elementary														
Sep.secondary														
Other														
Not at school														
Distance to work-under 1 mile														
1 mile to 3 miles														
over 3 miles														
Ownership - Car (C) Truck (T)														
Has off-street parking														

Wage earner earnings ($)
(incl. unemploy. insurance)

Annual	Monthly	Weekly	1	2	3	4	5	6	7	8	9	10	11	12	13	14
under 2000	under 166	under 38														
2000-3000	167-249	39-57														
3000-4000	250-333	58-76														
4000-5000	334-416	77-104														
over 5000	over 417	over 105														

Family group name A. .... Phone ....
B. .... Phone ....
C. .... Phone ....
D. .... Phone ....
E. .... Phone ....

Previous address A. ....
B. ....
C. ....
D. ....
E. ....

Landlord (name, address, phone) ....
....

6. Resident Family Group	A	B	C	D	E
Receiving (state amount) - City welfare, old age pension or assistance, DVA or industrial pension or other assistance.					
Living on invested income					
Owner (O) Tenant (T)					
Residing here - less than 1 year					
1 to 4 years					
5 to 10 years					
over 10 years					
Monthly rent - none					
Mortgage pay't- under $25					
$25 to $49					
$50 to $74					
$75 to $100					
over $100					
Mortgage payment includes taxes					
Rent payment includes - light (L) heat (H) water (W) kitchen equip. (K) laundry facilities (LF) parking (P) household furniture (F) other (O)					
Extra payment for any of the above ($)					
Plan(ned) to move within a year					
within renewal area					
within City					
leaving City					
Residence preferred, if moved					
build a house					
buy a house					
rent apartment or flat					
rent a house					
rent in public housing					
undecided					
Type of house preferred, if moved Single (S) Semi (SD) Row (R) 1 BR, 2 BR, 3 BR, 4 BR+, 1 WC, 2 WC+					
Location preferred, if moved					

FAMILY HOUSEHOLDS

Block No:	FAMILIES								EMPLOYMENT							AT SCHOOL						Monthly Wage or Income					Invest.Inc.	Fin.Assist.	Owner Tenant	MONTHLY RENT							Seeking new Quarters
	Parent No.Sec		Children No. Sex				Lodger No.Sex									Publ.		Sep.																			
	19-60	60+	0-4	5-13	14-18	19+	19-60	60+	Profession	Sales & Service	Const. Mfg.	Manual	Pt.Time	Unempl.	Retired	Elem.	Second.	Elem.	Second.	Other	Not at School	Und.$166	167-249	250-333	334-416	$417+				None	Und.$25.	25-49	50-74	75-100	$100+	Includes	
40N	2		3M 1F									1M									4				1				T				X			W	X
	2		2F								1M										2				1				T				X			W	
	2			2M								1M						2						1					T				X			W	
	2			4						1M						3	1							1					T				x			W	X
	2				3	2				5							1				4		2	3					T				X			W	X
	2									2												2							T						X	W	
	12		6	6	3	2				8	1	2				3	2	2			10	2	2	5	2				6T				5		1		3
40	2			1F	1F				1M							1	1						1						T				X			HWF	
	2								1M																1				T				X			HWF	
	2											1M												1					T				X			HWF	
	2						1M	1F			1M														1M				O	X						All	
	1F					1M				2											1		1F	1M					T					X		HWK	
	2								1M														1						T				X			HWK	
	2			1F	1M							2M				1F					1			2					T				X			HWK	
	2								1M																1				T				X			HWK	X
	15			2	2	1	1	1	4	2	1	3				2	1				2		3	4	3				1 O 7T	1			6	1			1
41	1F	1M					2M								1M							OAP 1M					X		T				X			W	
	2			2F					1M 1F									2				1F	1M						T					X		All	
		2						8		1M					1F											1			O	X						All	
	1F				2F	1M 1F			1F	1F									2F	1M	1	1F				1F			O					X		All	
	2								1F	1M														1F		1M			O	X						All	
	2										1M												1						T			X				W	
	2									1F	1M											1F			1M				T				X			HW	
	1M			1M					1M									1							1				T				X			HW	
	2				1F				1M	1F							1						1F		1M				T			X				HWP	
	2									2													2						T			X				HWP	
		2													2							OAP 2							T			X				HWP	
	2			1F	2M					1F		2M	1M			1F					2		1M 1F	1M	1M				T		X					Nil	
	2			1M	1M									2		1M	1M					2						UI W	T		X					Nil	
	19	5		5	6	2	10		6	8	2	2	1	2	4	2	2	3	2	1	3	8	7	2	4	3		1	3-0 10T	2	2	4	3	2			
42	2					1M			1M	1F				1M							1		2						T	X						HWK	
	2								1M	1F													1F		1M				T				X			HWK	
	2								1M															1					T				X			HWK	
	2		1F						1M												1		1						T	X						HWK	
	2			1M						1F		1M				1							1F	1M					T				X			HKW	
		2											1M		2							OAP 2	1						T				X			HWK	
	2			1M	3F 1M				1M	3F						2M 1F					2	1F	2F	1M					T				X			HWK	
		1F				1M								2							1		2				X	UI 2	T				X			HWK	
	2										1M													1					T				X			HWK	
	2		1F		1M							1F		2M							2	3						UI 2	T				X			HWK	
	2			1M										1M		1							1M					WC	T				X			HWK	
	1F				1M	1M				1M 1F		1M									2		3						T				X			HWK	
	1F	1F	1F		1F							1F			1F		1F				1F	OAP 1		1F					O	X						All	
		2													2							OAP 2							T			X				WHL	
	2		1M 1F											1M							2	1						W	T				X			All	
	2		1F						1M												1			1					T				X			W	
	2				1M							1M 1F					1						1F	1M				WC	T				X			W	
	1F		1F	2F										1F		2					1	1						W	T				X				X
	1F		1M			1F						1F									2			1F				MA	T				X			HW	X
	2		2F	2M								1M				2					2				1		X		O	X						All	
	2								2														1F			1M			O	X						All	
	2						1M		1M					1F								1F				1M		UI I	T			X				Nil	X
	2							1F				1M													1				T			X				Nil	
	36	6	10	7	8	4	1	1	9	8	1	9	1	9	5	9	2				18	12	16	8	3	2	2	8	3-0 20-T	5		3	15				3

FAMILY HOUSEHOLDS

Block No	FAMILIES								EMPLOYMENT							AT SCHOOL						Monthly Wage or Income					Invested Income	Fin.Assist,	Owner Tenant	MONTHLY RENT							Seeking new Quarters
	Parent No.Sex		Children No. Sex				Lodger No.Sex		Profession	Sales & Service	Constr. Mfg.	Manual	Pt.Time	Unempl.	Retired	Publ.		Sep.		Other	Not at School	Und.$166	167-249	250-333	334-416	$417 +				None	Und.$25	25-49	50-74	75-100	$100 +	Included	
	19-50	60 +	0 - 4	5 -13	14-18	19 +	19-60	60 +								Elem.	Sec.	Elem.	Sec.																		
43	1F			1M	1M 1F	1M								1M			1M 1F				2							SA	T					X		WH FL	
	1F		1F																		1								T			X				WLH	
	1F					1M				1M					1F						1	P 1F			1M				T				x			WH	
	2										1M	1F													1F	1M			T				X			WH	
	2								1M																	1			T				X			WH	
	2								1F	1M														1F	1M				T				X			WH	
	2		1F						1M												1				1				T			X				HWK	
	2	2		1M 1F			4M	*1M		2M		1F			1M			2				OAP 1M	1F	2M			X		O	X						ALL	
	2			5											1M			5									X		T				X				
	2			1						1M								1						1					T				X				
	2							*1F	1M	1F					1F							OAP 1F	1F	1M					O	X						ALL	
	19	2	2	9	2	2	4	2	4	6	1	2		1	4		2	8			5	3	2	5	4	2	2	1	2-0 9-T	2		2	6	1			
44N																																					
44	2											1M												1					T	X						LWH	
	2										1M														1				T			X				W	
	2									1M														1					T			X				W	
	1F		1	1										1		1					1	1						W	T					X		HW	
	2										1M														1				T					X		HW	
	2				3				1M							1	2							1					T				X			HWK	
	11		1	1	3				1	1	2	1		1		2	2				1	1		3	2			1	6T	1		2	1	2			
45	2								1M																	1			T					X		HW	
	2									2												1F				1M			T						X	All	
	2						*1F			1F	1M												1F			1M			T				X				X
	2			1M			*1M		1F	1M		1M								1		1F		1M	1M				T					X			
	8			1			2		2	4	1	1								1		2	1	1	1	3			4-T				1	2	1		1
46		2													2							OAP 2							T			X				LW	
	2					1M				1M 1F		1M									1		3						T			X				HW	
	2		1M						1M												1				1				T					X		HW	
	2		3	1						1M						1					3			1					T				X			HW	X
	2														1M							1					X	DVA	T				X			HW	
	8	2	4	1		1			1	3		1			3	1					5	3	3	1	1		1	1	5-T			2	2	1			1
47	2									1M														1M					T				X			WH	
		2													2							OAP 2							T				X			WH	
	2				1F				1M											1					1M				T					X		WH	
	2								1M			1F											1F	1M					T				X			WH	
		1F				1M								1M	1F						1	OAP 1F1M						UI 1M	T				X			WH	
	2												1M									1M							T			X				LWH	
	2		1						1M				1F								1	1F			1M				T			X				LWH	
	2						*1M			1M			1F		1M							1M 1F		1M					T					X		LWH	
	2									2													1F	1M					T				X			LWH	
	14	3	1		1	1	1		3	4		1	3	1	4					1	2	8	2	4	2			1	9-T			2	5	2			

* Related Lodger

NON-FAMILY HOUSEHOLDS

Block No.	NON-FAMILIES Hsld.Head No.	Hsld.Head Sex	Lodgers No.	Lodgers Sex	EMPLOYMENT							MONTHLY WAGES					Invested Income	Fin. Assistance	Owner Tenant	RENT							Seeking new Quart.
	19-60	60+	19-60	60+	Professional	Sales & Service	Constr. Mfg.	Manual	Pt.Time	Unempl.	Retired	Und.$166	167-249	250-333	334-416	$417 +				None	Und.$25	25-49	50-74	75-100	$100 +	Includes	
40N	1M					1								1					T				X			W	
40	1M							1						1					T				X			HWF	
		1M									1	OAP						IP	T				X			HLWK	
		1F									1	OAP						DVA	T				X			HLWK	
	1M		1M		2									2					T					X		HWK	
	1M				1									1					T				X			HWK	
	3	2	1		3			1			2	2		4				2	5-T				4	1			
41	1M		7		1											1			O	X						All	
	1M							1						1					T			X				HW	
	1M							1						1					T				X			HW	
		1F									1	OAP							T				X			HW	
		1M		1F							2	OAP 2							T				X			HW	
		1M									1	OAP							T				X			HW	
		1F									1	OAP							T			X				HW	
		1M		2M		2M					1M	OAP 1	2						T			X				W	
	1F										1	1						W	T			X				W	
	1M			2F		3							3						T			X				W	
	5	5	12		1	5		2			7	7	5	2		1		1	1-O 9-T	1		5	4				
42		1M		1F							2	OAP 2							T				X			HWK	
	1M									1		1						DVA WC	T				X			HWK	
	1F				1										1				T				X			HWK	
		1F									1	OAP						DVA	T				X			HWK	X
		1M							1		1	OAP		1					T				X			HWK	
	1F					1								1					T				X			HWK	
	1M		1M		1			1					1		1				T				X			HWK	X
		1F									1	OAP							T		X					WLH	
	1F		4M			1										1	X		O	X						All	
	1F										1	1						DVA	T			X				Nil	
	6	4	6		2	2		1	1	1	6	7	1	2	2	1	1	3	1-O 9-T	1	1	1	7				2
43	1M						1							1					T			X				WHF	
		1F									1	OAP							T			X				WHF	
	1M							1								1			T			X				WLH	
			11M	2M							2	OAP 2							T			X				All	
	1M				1											1			O	X						All	
			16M	1M				16			1	OAP 1	16						T			X				All	
		1M									1	OAP						W	T			X					
			2M	11M 2F							13	OAP 13	2M						T							All	
	3	2	29	16	1		1	17			18	18	18	1		2		1	1-O 7-T	1		6					
44N	1M							1					1						T			X				W	
		1F		3F							4	OAP 4						DVA 1F	T				X			W	
				6F							6	OAP 6							T			X				HW	
	1	1		9				1			10	10	1					1	3-T			2	1				
44	1M						1							1					T			X				W	
	1M						1						1						T			X				W	
	1M				1									1					T			X				W	X
		1F									1	OAP							T								
		1M		1F							2	OAP 2						DVA #94	T				X			HW	
	3	2		1	1		2				3	3	1	2				1	5-T			3	1				1

NON-FAMILY HOUSEHOLDS

Block No.	NON-FAMILIES				EMPLOYMENT							MONTHLY WAGES					Invested Income	Financial Assistance	Owner Tenant	RENT							Seeking new Quarters
	Hsld.Head No.Sex		Lodgers No.Sex		Profes-sional	Sales & Service	Constr. Mfg.	Manual	Pt.Time	Unempl.	Retired	Und.$166	167-249	250-333	334-416	$417 +				None	Und.$25	25-49	50-74	75-100	$100 +	Included	
	19-60	60+	19-60	60+																							
45	1F		1F		1F	1F								2					T					X		HW	
	1M		1M 1F	1M		1M	1M		1F		1M	OAP 1 1F		1M		1M			T			X				HW	
	1F					1							1						T			X				HW	
	3		3	1	1	3	1		1		1	2	1	3		1			3-T			2		1			
46		1F									1	OAP							T			X				WL	
		1F									1	OAP							T			X				WL	X
		1F									1	OAP							T			X				WL	X
		1F									1	OAP							T			X				ALL	
		1F									1	OAP							T			X				ALL	
		1F									1	OAP						Gvt Ann	T			X				ALL	
		1F									1	OAP							T			X				ALL	
		1F									1	OAP							T			X				ALL	
		8									8	8						1	8-T			8					2
47	1M					1M													T				X			LWH	
		1M				1M													T				X			LWH	
		1F									1F	OAP							T		X					LWH	
		1F									1F	OAP							T				X			LWH	
	1	3				2					2	2							4-7		1		3				

EXPLANATION OF TERMS:

FAMILIES - Number of Parents, children and lodgers in each family household by sex and age group. Two parents are shown for each family except in the case of one parent families.

EMPLOYMENT - Individual employment by type of occupation. Unemployed signifies those persons seeking employment for the first time or temporarily out of work. Retired persons are those not gainfully employed or seeking employment due to age, or for physical or economic reasons. Wives of retired men are included as retired if they receive a pension. Most persons on welfare are shown as unemployed.

AT SCHOOL - Children are shown by the type and level of school attended. Other Schools would consist of business colleges and university. Those shown under "Not at School" heading are children under 5 and over 18 years of age who are at home or working.

MONTHLY WAGE OR INCOME - Persons on old age pension and receiving additional income are classified by OAP income only with type of other income shown under financial assistance column. In all other cases, total individual income is shown (e.g. wage plus other income)

FINANCIAL ASSISTANCE
INVESTED INCOME - Persons living on invested income or receiving additional financial assistance are shown. See list of abbreviations.

MONTHLY RENT - Indicates rent per household or dwelling unit. Services included in rental charge are shown. See list of abbreviations.

SEEKING NEW QUARTERS - indicates households presently looking for new accommodation.

ABBREVIATIONS : M - Male; F - Female; O - Owner T - Tenant
UNDER MONTHLY WAGE OR INCOME AND FINANCIAL ASSISTANCE:-
OAP - Old Age Pension UI - Unemployment Insurance W - Welfare
WC - Workmen's Compensation MA - Mother's Allowance SA - Separation Allowance
DVA - Dept. of Veterans Affairs Pension IP - Industrial Pension
UNDER MONTHLY RENT INCLUDES:- H - heat W - water F - furniture K - kitchen appliances
P - parking L - light ALL - everything included NIL - nothing included

COMMERCIAL - INDUSTRIAL

1. Interviewer.. 2. Date................

3. Business Name...

Address..

Person Interviewed - Name..

- Position..

4. Classification:

Comm (retail).... Comm (service,office).... Mfg.... Whole.... Ware....

Product or service...

5. Intend to move within a year: Yes.... No.... Inside City.... Outside City....

In renewal area.... New address,location.............................

Name of new owner..

Product or service...

6. Site, floor space, parking and employment:

	EXISTING		FUTURE	
	Available	Req'd	Available	Req'd
Site (acres or sq.ft.)				
Building (sq.ft.)				
Parking (no. of spaces)				
Employment (no.)				
Skilled labour (%)				

Floor space is owned.... rented.... Rental paid: Monthly.... Other....

Firm occupies all of building.... part of building.... %

Plan(ned) to renovate.... Expand.... Rebuild.... When planned.............

Details (floor space etc.)...

....

....

6. What proportion of market is local.....%, in City.....%, outside City.....%

7. Present location selected in........year. Reasons for selection in order of importance: Site location.... Building (size,vacant etc.).... Rental.... Labour market (skilled etc.).... Material supply.... Parking facilities.... Rail access.... Truck access.... Vehicular access.... Pedestrian access.... Proximity to market.... Other (specify)..................................

Have any of these factors changed substantially: Yes.... No....

If yes, in what manner..

....

Are there any problems with the present location: Yes.... No....

If yes, specify...

....

What improvements could be made to the area:..............................

....

....

....

....

....

8. If moved, what are the primary factors governing a new location (in order of importance): Site location.... Building (size,vacant etc.).... Rental.... Labour market (skilled etc.).... Material supply.... Parking facilities.... Rail access.... Truck access.... Vehicular access.... Pedestrian access.... Proximity to market.... Other (specify)..................................

9. General information:

Proportion of employees living within 1 mile.....%, within renewal area.....%

Interviewer's comments: ....

....

....

....

....

....

7. Opinions expressed by resident families	A	B	C	D	E
House condition Very good (VG), Good (G), Adequate (A), Relatively poor (RP), Poor (P)					
Area satisfaction Very (V), Reasonably (R), Indifferent (I) Somewhat or very dissatisfied (SD or VD)					
Friends in the area Many (M) Few (F) None (N)					
Relatives in the area Many (M) Few (F) None (N)					
Religion Protestant (P) Catholic (C) Jewish (J) Other (O)					
Park and playground space is satisfactory Yes (Y) No (N)					
Street traffic Heavy (H) Moderate (M) Light (L) No problem (NP)					
Food and convenience shopping Local (L) Downtown (D) Suburban (S)					

8. Where business is an integral part of the living accommodation, fill in the following section.	A	B	C	D	E
Income property rents rooms (R) apts (A) business space (commercial or office) (BS)					
operates a business from home, yard.					
type of business operated					
Dependency on income derived Wholly (W) Largely (L) Partially (P) Little (L)					
Planning to move within a year within urban renewal area					
within City					
leaving City					
If moved, will business continue in Home (H) Yard (Y) Accessory bldg. (AB)					
Will business discontinue					
Location preferred, if moved					

9. Interviewer's comments ....

....

....

....

....

....

....

CONDITION OF BUILDINGS

1. General Information:

Interviewer.. Date.....................

Address.. Block No.................

Use by Floor	B	1	2	3	4	5
Residential (no. of units)						
Industrial or Warehouse						
Commercial (Ret;Serv;Off.)						

Outside Finish: Brick...... Wood...... Stucco...... Insulbrick...... Other......

Usable accessory bldgs:Garage ..... Shed..... Other.............................

Approximate age of building.............. Zoning Conforming: Yes...... No......

2. Building Value:

Lot Size:..........'by..........' =..........sq.ft

Assessment: Land

Building

Total

Sales:

Year

Total

Estimate: $ ....

3. Amenities:

Off-Street Parking: No. Req'd................ No. Provided................

Driveway................. Potential Driveway..........

Off-Street Loading: No. Req'd................ No. Provided................

Access................... Potential Access............

Kitchen Space: Adequate......... Inadequate.........

Bathroom Space: Adequate......... Inadequate.........

Extra Suite: Adequate......... Inadequate.........

Lighting-Ventilation: Adequate......... Inadequate.........

Means of Egress: Adequate......... Inadequate.........

General Interior Condition: Good........ Fair........ Poor........

Fire Department Report...

....

Health Department Report...

....

4. Condition Rating:

Structure	Good	Minor			Major			Provide or Replace			Points
		Res	Comm	Ind	Res	Comm	Ind	Res	Comm	Ind	
Framing		2	8		4	45		D	D		
Foundation		4	25		8	D		20	D		
Cladding		2	10		12	40		12	70		
Doors, windows		1			3			6			
Decoration		1			4			4			
Roofing		0	5		1	12		2	25		
Drains, eaves		0			1			2			
Roof framing		0	10		2	35		4	35		
Chimneys		1	2		2	4		4	8		
Porch, steps		1	-		2	-		2	-		
Yard		1	-		2	-		2	-		
EXTERIOR TOTAL											
Walls, ceiling		1	25		3	55		6	80		
Trim		1	3		2	5		4	10		
Floors		1	5		3	15		3	50		
Floor framing		1	10		6	35		D	140		
Decoration		1	5		3	15		3	20		
INTERIOR TOTAL											
Heating		1	10		2	60		8	200		
Wiring		1	40		3	100		6	180		
Plumbing system		1	5		2	15		5	30		
-Kitchen		1			2			2			
-Bath		1			2			2			
MECHANICAL TOTAL (For residential, add 50% to this mechanical total for each additional suite to be retained)											
BASIC TOTAL											

Modification Factors:

Residential: Third storey: +10% Single storey: -10%
Commercial : Each floor over two: +40% +40% +40%
Each exposed wall over two: +10% +10%
Residential space on upper floor(s): +20%
Loft space on upper floor: -15%
Frontage..........ft ....% of 60 ft.

OVERALL TOTAL

5. Comments:

In the surveyor's opinion, this structure should be retained......demolished.......

....

....

....

....

....

CIVIC SQUARE CAR PARKING STUDY APPENDIX V

Prepared by

PARKING DESIGN AND DEVELOPMENT LTD.

285 Upper Highland Crescent
Willowdale, Ontario

Civic Square Urban Renewal Project - Hamilton Car-Parking Requirements

Purpose of the Investigation

The purpose of the investigation has been to estimate the probable car-parking requirements for the Civic Square redevelopment, as now conceived, and how and where such requirements should be satisfied. We were also requested to estimate probable capital costs of construction, recommended tariffs, and operational surpluses or deficits, likely to be experienced.

Introduction

In our opinion the most important determination must be the prudent quantum of car-parking capacity to be created provisionally within the Civic Square urban renewal area. A corollary and equally vital decision must be made, as public policy, as to whether such car parking is to be provided on an economically self-sustaining basis, or subsidized by the ratepayers at large - and if so, to what extent. Such decisions will determine the positioning design execution, and economics (capital investment and annual profit or loss) of the resulting structures.

In the planning of such an urban renewal project, the determination of what constitutes "adequate parking" is commonly derived from a number of sources, and can be highly subjective. Standard tables of parking requirements may be helpful as a guide, together with market analysis reports and zoning ordinances. However, zoning ordinances in particular exhibit remarkable inconsistency from one community to the next. For example, a recent study of zoning ordinances for 26 major cities across Canada and in the U.S.A. revealed such extreme ranges of car-parking requirements as:

hotels: from 0.08 to 1.0 stalls per bedroom;

auditoria: from 0.05 to 0.25 stalls per seat;

apartments: from 0.5 to 1.25 stalls per dwelling unit;

offices: from 1.0 to 2.5 stalls per 1,000 square feet;

retail: from 0 to 10.0 stalls per 1,000 square feet.

(The City of Hamilton has no specific requirements in this regard other than for residential premises, at 1.0 stalls per dwelling unit.)

Reliable before-and-after data on parking programs is scanty. Traffic engineering and town planning literature contains little in the way of proven experience as to the effect of differing community conditions of tariff and convenience upon theoretical requirements for parking.

Many of the common approaches to parking requirement estimation have such inherent weaknesses as:

- failure to distinguish between uninhibited demand (free parking at the destination), and practical demand (paid parking at a location which may not coincide with the trip destination);
- lack of utilization comparison between existing carparks and contemplated new facilities;
- the difficulty of obtaining reliable data from existing carparks as to origin and destination of patrons, trip purpose, frequency and duration;
- the lack of appreciation of the effect upon the motorist of such influencing variables as cost, walking distance, type and form of accommodation;
- failure to consider the overflow of parking demand from neighbouring district generators, and the splintering effect of car-parking satisfactions between separate, competitive facilities.

During the past decade the majority of retail and commercial construction in Hamilton, and other major cities, has been of a regional, suburban shopping centre form. In such centres very high ratios of parking to retail and commercial floor area have been provided - commonly of the order of 4.0 to 6.0 stalls per 1,000 square feet. Such ratios are entirely unrealistic (and excessive) for central business district car parking, for the following reasons:

(a) Parking standards for highway-oriented business and shopping centres do not account for patron-trips by public transport (bus), taxi, and walking, for the patrons who are in the core area incidental to other errands or activities, or for those whose trips have multiple purposes.

(b) Such standards do not reflect the extent to which the core area and its peripheral district provide sizable auto storage space in existing car-parks and on the streets; the difference in purchases per trip; the different class of retail and commercial floor areas where many premises in the central business district offer specialized goods and services not requiring as high parking turnovers as highway-oriented premises.

(c) Such standards do not reflect the variant characteristics of central business district parking generators - as to time of day or evening, and day of the week during which constituent peak demands arise.

(d) They do not account for the inhibiting and rationing effect of parking charges on long-term parking in particular, nor the superior accommodations and attractiveness of public transport within the higher-density central business district.

Our subsequent recommendations for the Civic Square area are developed in appreciation of these factors, and based upon some seventeen years' practical experience with public car parking under varied situations in Hamilton and other major cities across Canada, in the U.S.A., and in England. We suggest that public policy is involved to a large degree in determining reasonable car-parking provisions for the subject area. Is the redeveloped Civic Square area to be the focal point of the public transport system, with well-conceived accommodations and scheduled services, or is it to be primarily automobile-oriented?

We urge strongly that the primary concern should be the provision of excellent public transport facilities - bus routings, schedules, protected loading platforms, curb indentations, and the like. The service roads should be devised so as to accommodate efficiently such transit vehicles at all places of public assembly. Thereafter, car-parking provisions should be provided in reasonable quanta, capable of future expansion if and when the need develops - for accommodation of those preferring, and willing to pay for, such service.

The Civic Square Parking Generators

(a) External

Parking requirements of the Civic Square derive not only from within its boundaries, but also as an overflow of unsatisfied demands from the areas immediately external. This "inherited" parking demand can be appraised:

- the area to the north of the Civic Square, i.e. north of Merrick Street, comprises a mixture of industrial, commercial, and low-value residential usages, generating moderate parking requirements largely satisfied by local surface carparks and the public street system. Negligible requirements for this district would be inherited by Civic Square carparks, particularly in view of the tariffs likely to prevail therein;

- the areas to the west and south of the Civic Square comprise chiefly residential usages, with zoning permissive of, and current development tending towards high-rise apartments. Such residential usages are now required to provide their own off-street parking accommodations to the adequate ratio of 1.0 stall per dwelling unit. There is a temporary intrusion of parking usage from these areas into the free staff parking lots at the west side of the City Hall. This can be rectified by improved supervision or the introduction of parking charges. Negligible car-parking requirements from these two districts need be inherited by Civic Square carparks.

- the area to the east, comprising the core of the Central Business District, will affect car-parking provisions within the Civic Square. Currently, the Civic Square designated area of some 40 acres including 12 interim surface carparks providing about 800 stalls for public parking - transient and contract ("monthly"). This being in addition to the 450-stall Market Carpark, and to a number of private carparks for local business proprietors and employees. On the whole, these interim carparks have operated at sub-economic prices - many at the level of 40¢ and 50¢ per diem, or $5.00 to $8.00 per month, and have accordingly managed to attract substantial custom from the James Street/King Street business and retail district - chiefly all-day parking, despite the normally inhibiting walking distances involved.

From our previous experience in the district, and our recent observations, it is our opinion that some 400 stalls should be provided on the easterly boundary of the Civic Square redevelopment to absorb the inherited and otherwise unsatisfied parking demand from the westerly fringe of the central business district. This provision is inclusive of the probable loss of some 150 stalls at the south-east corner of Jackson and Macnab Streets when the proposed new Y.W.C.A. structure is erected thereon. In arriving at this judgement, we are allowing for the limiting effect of undoubtedly increased parking tariffs, and the encouraging effect of reduced walking distances.

(b) Internal

The buildings now contemplated for erection within the Civic Square redevelopment area, and which must be considered as generators of car-parking demand, are considered separately.

(1) Department Store

We are advised that additional departmental store premises are likely to be provided to the order of 300,000 square feet gross area, which equals approximately the gross area of the existing T. Eaton Company Limited premises on James at Merrick Street. The additional space is conceived as being comprised partially as an addition to the Eaton Store, plus a third departmental store in the approximate position indicated on the current redevelopment plans, i.e. in addition to Eaton's and Robinson's. For the purposes of this study, the proposed additional 300,000 square feet must be adopted, regardless of possible variations and evolutions in execution.

It is our recommendation that approximately 300 additional parking stalls be provided within 400 feet radius of the new departmental store, equivalent to a ratio of 1.0 stall per 1,000 square feet gross floor area.

(2) Ancillary Retail Space

We are advised that "walk-through" and specialty shops are contemplated to have a gross floor area of some 200,000 square feet. They are likely to be oriented along King Street west of James Street, generally between the enlarged Eaton's and the new departmental store.

From our experience with the generating power of such premises, we would recommend the provision of 150 additional parking stalls - being at the ratio of 0.75 stalls per 1,000 square feet gross area.

(3) Office Building

A new office building is proposed for the north-east corner of James and King Streets, to a gross floor area of some 200,000 square feet. No guidance is available at this early stage as to whether such office building would be occupied by:

- primarily medical/dental tenants, normally requiring between 3.0 and 4.0 stalls per 1,000 square feet, or as the
- head office of a major corporation, including a large proportion of female clerical employees and ordinarily requiring between 0.5 and 0.75 stalls per 1,000 square feet, or for
- mixed occupancy by modest-sized professional and business offices, normally requiring between 1.0 and 1.5 stalls per 1,000 square feet in a city of the size of metropolitan Hamilton.

Under the circumstances of provisional planning, we would recommend an allowance of 250 stalls for the contemplated office building, or a ratio of 1.25 stalls per 1,000 square feet. As information becomes available as to likely occupancies, this provision may be amended.

(4) Motor Hotel

A new motor hotel is proposed for the north-east corner of King and Bay Streets, to have 300 bedrooms together with the normal complement of dining rooms, lounges, conference and meeting rooms.

From our experience with such centre-city hotels, registered guests ordinarily require less than one stall per three bedrooms, but trade, business and social functions create mid-day and early evening surcharge requirements such that 200 stalls in all should be provided, for a ratio of 0.66 stalls per bedroom.

Again from our experience, the most satisfactory arrangement would be for the provision of such car parking integrally within the hotel structure - usually as an underground facility. We believe that sponsors or developers of the hotel would prefer, or indeed insist upon integral car parking, and would not be satisfied to have such accommodation provided in a separate structure on the south side of King Street, at the Education Centre, as has been indicated in the current developmental plans. Indeed there would be little advantage in the latter arrangement since peak parking demands for both generators (hotel and education centre) occur at similar times, and traffic access and egress arrangements for the hotel would be awkward.

The hotel car-parking provisions would, however, be sufficiently close to assist in accommodation for the proposed Auditorium. Hotel parking requirements would be significantly reduced evenings and weekends, at which time an average of probably 75 to 100 stalls would be available to partially service the Auditorium.

(5) Centennial Auditorium

We are advised that the contemplated Centennial Auditorium premises are to include a main theatre with seating for 2,000, a lesser playhouse theatre to seat about 800, and a modest convention hall capable of a dinner sitting for some 1,000 persons. Total floor area to be about 150,000 square feet.

From our experience with the O'Keefe Centre and Royal Alexander theatres in Toronto, and studies at the Place des Arts in Montreal and at the Queen Elizabeth Theatre in Vancouver, we recommend that the car-parking design criteria be the larger 2,000-seat theatre, and that 400 stalls be made available for its requirements. It is unlikely that all three premises - the two theatres and the convention hall - would be functioning at the same time. If this does occur, we are confident that sufficient additional parking capacity can be found on those occasions in the nearby Market Carpark, which we recommend be enlarged in future.

(6) Art Gallery

It has been proposed that a new art gallery would be located on the west side of Macnab between King and Main Streets, but details are not presently available. Its construction is contemplated as some five years hence.

It should be noted that weekday car-parking requirements for a central art gallery are normally very modest - of the order of probably fifty stalls for staff and visitors. Chief patronage occurs evenings, Saturday and Sunday afternoons - when ample vacant space will be available in nearby carpark structures - in particular that proposed on Macnab Street opposite as discussed hereafter.

No special provision for additional car-parking need be made at this time, but designation should be made of parking areas for buses - municipal and chartered - which will be engaged for visits by school children and other special groups.

(7) Library

Tentative plans for a new Central and Reference Library indicate a 3-storey structure of some 150,000 square feet, together with a 250-seat theatre and several small committee meeting rooms. It is proposed for a a site on the south side of King Street just west of Macnab Street.

Experience with the municipal (commercial) carpark at the similar Central and Reference Library at College and St. George Streets, Toronto, indicates a very modest parking requirement for staff and patrons during weekdays, rising on evenings and weekends. In our opinion about 50 stalls would be adequate week days, increasing to some 100 stalls evenings and weekends (chiefly winter season), which could be well satisfied by the public carpark structure proposed for the east side of Macnab Street, opposite.

(8) Future Public Building

Provision is suggested for a "future public building" on the north side of Main Street west of Macnab Street. We can but recommend that as and when its function and size are known, probable parking requirements can be estimated and provided for by vertical expansion of the proposed carpark structure on Macnab Street opposite.

(9) Salada Planetarium

A new planetarium is to be erected centrally in the mall leading northerly from City Hall to the Auditorium, midway between King and Main Streets. Seating capacity of the Auditorium will be 155, and "adequate parking" is to be provided for groups in session as well as those arriving for the next performance. A restaurant of unspecified seating capacity would be included in the premises, operated by Salada Foods Limited.

First concern should be the provision of convenient bus parking areas, used for transport of school children and special groups. Space for probably six buses should be provided - preferably as roadway curb indentations at the building flankages, rather than as a separate small parking lot which would be unsightly and difficult to enforce restrictive use.

We recommend that car-parking requirements be assessed at fifty stalls, with provision for same incorporated in one of the three carpark structures hereafter recommended for nearby location. Auto car-parking requirements for the Planetarium - separate from bus requirements, will arise principally evenings and weekends, when ample vacant capacity will occur in such structures.

(10) Education Centre

On the advice of Mr. Joseph Singer, Architect, the administrative activities of the Board of Education will occupy 60,000 square feet, whereas the Education Centre, as such, will occupy some 35,000 square feet - including library, auditorium, conference rooms, visual aids and records facilities. Total employment is anticipated at about 200 persons.

Car-parking requirements will arise from a number of functions and activities planned for the Education Centre:

- week days - general administrative staff;
- late afternoon (after say 3:00 p.m.) - instruction classes for teachers and principals;
- evenings - meetings of trustees, occasional deputations, civic groups;
- Saturdays - instruction classes for teachers and principals and independent research and preparatory studies in the library and visual aids rooms.

After providing for daytime parking requirements, there will be no difficulty in accommodating those of the latter two categories - evenings and Saturdays. The quantum of daytime staff parking required will vary inversely with the level of parking charges levied. Public policy is involved in this matter - whether the staff is to be provided parking free of charge or at self-sustaining rates. We would recommend the latter, and point out that staff not utilizing private auto transport, does not receive free bus tickets. However, a substantial precedent appears to have been established in that about 320 stalls have been furnished free-of-charge to staff of the nearby City Hall, in large surface carparks to the south-west and south-east of that building.

Under the circumstances, and guided by experience with the Education Centre at College and McCaul Streets in Toronto, we are of the opinion that some 150 stalls should be provided for the subject project, separated into a 100-stall carpark for employees and a 50 stall carpark for trustees, public, and teachers receiving instruction, as physically detailed hereafter:

Recapitulation:

		Generators	Estimated Car-Parking Requirements (Stalls) Week Days	Evenings	Saturdays	Sundays
(A)		Inherited requirements (external)	400	100	200	-
(B	1.	Department Store	300	300	200	-
	2.	Ancillary Retail	150	100	100	50
	3.	Office Building	250	-	-	-
	4.	Motor Hotel	200	125	75	75
	5.	Auditorium	-	400	200 (matinees)	-
	6.	Art Gallery	50	75	100	100
	7.	Library	50	100	100	-
	8.	Future Public Building				
	9.	Salada Planetarium	25	50	50	50
	10.	Education Centre	125	25	25	-
		Totals	1,550	1,175	1,050	275

Car-parking design criteria for the Civic Square urban renewal area, as now contemplated, should be the provision of:

- 200 stalls integrally within the 300-room motor hotel, when constructed;
- 1,350 stalls within strategically located off-street carpark structures, as discussed next;
- vertical expansion capabilities of the latter carpark structures, to accommodate additional requirements of the "future public building" (or other projects as may arise) and to permit possible increased capacities as and when warranted by future operating experience;
- bus parking accommodations at the auditorium, art gallery, and planetarium.

With provision of 1,550 car-parking stalls for the peak week-day design load, no difficulty should be experienced in accommodating the lesser peak requirements, evenings, Saturdays and Sundays - inclusive of those brief periods of surcharge immediately prior Easter and Christmas shopping activities.

Location and Capacity of Recommended Carparks

In our opinion, the required car-parking facilities should be provided in the following strategically located structures:

Project	Initial Capacity (Stalls)	Location and Description
1	200	Integral with motor hotel at north-east corner of King and Bay Streets; underground or above grade as per preference of approved developer, with unused spaces available at off-hours for the general public; expansion possibilities unlikely;
2	400	Multi-storey free-standing structure south of Merrick Street, between Market Carpark and Centennial Auditorium; 50% of street level for ramp and control systems, remainder for Market usage on south frontage; minimum site about 180 feet x 180 feet; construct initially 3-1/2 storeys, capable of future vertical expansion to five storeys (additional 150 stalls); to be connected by vehicular bridge to Market carpark at mezzanine level and by pedestrian bridge to new departmental store; vehicular access and egress available via existing Market Carpark and via easterly service road adjacent to Auditorium;
3	800	Multi-storey free-standing structure on the east side of Macnab Street running southerly from King Street; 50% of street level for King Street retailing premises; minimum site about 125-foot depth x 280-foot frontage. Construct initially one basement, partial street level, plus 4 storeys - capable of future vertical expansion by one storey for an additional approximately 150 stalls. Vehicular access and egress at Macnab Street; pedestrian elevators and access/egress to James, King and Macnab Streets.

Project	Initial Capacity (Stalls)	Location and Description
4	50	Depressed (10 feet below street grade) open carpark north of Education Centre, just east of Bay Street on site of "future extension" which would be constructed over same in future; minimum site 60 feet x 225 feet; vehicular access/egress desirably from central mall service roads to permit ready evening and weekend usage for Salada Planetarium; primary designation for Education Centre executive and teachers receiving instruction on week days, for trustees and deputations on evenings.
5	100	Single parking deck over existing City Hall staff surface carpark to west and south of the main building; approximate size requirement 32,000 square feet; capable of future vertical expansion as and when required by two additional decks. To be designated for staff requirements for the Board of Education Centre, just north of Main Street.
	Summary -	1,550 stalls initial capacity, capable of future vertical expansion to probably 2,000 or 2,100 stalls.

Economics

(1) Probable Capital Costs:

Project	Initial Capacity (Stalls)	Capital Cost
1. Motor Hotel	200	Probable cost for underground accommodations $600,000 - the responsibility of the future hotel developer.
2. Extension - Market Car-Park	400	Probable cost, exclusive of finish treatments of street level retail areas at ground level; estimate 400 stalls @ $1,600 = $640,000.

Project	Initial Capacity (Stalls)	Capital Cost
3. Macnab St.	800	Probable cost, inclusive of moderate architectural embellishments, but exclusive of finishes for street-level retail areas; estimate 800 stalls @ $1,500 = $1,200,000.
4. Education Centre	50	Depressed open carpark, estimate 50 stalls @ $500 = $25,000.
5. City Hall - south-west	100	Single-storey parking deck, capable of future vertical expansion; estimated cost 100 stalls @ $1,200 = $120,000.
	Summary -	1,350 stalls (exclusive of hotel requirements), estimated total construction cost $1,985,000 - say $2 million.

(2) Operating Costs:

In addition to construction costs of $2,000,000 there will be a substantial investment in lands occupied by carparking facilities. The total area of such lands, exclusive of:

(a) the hotel site carpark, and

(b) the City Hall parking deck,

amounts to some 75,000 square feet, after modest deduction allowance for partial street-level retailing areas. These lands would appear to have a market value of about $7 per square foot, after clearance, according to the Assessment Commissioner's report of May 12, 1965 to the Board of Control. This represents a total investment in the five carparks (exclusive of hotel carpark, and of City Hall land charge for parking deck) of:

- construction cost	$2,000,000
- land market value @ $7.00 per square foot, say	500,000
Total	$2,500,000

We do not know to what extent the land costs will be entitled to subsidy by senior levels of government under urban renewal designation, when used for car-parking purposes. We have not modified the land costs based upon the Assessment Commissioner's prediction above.

Annual costs, following completion of the program, can be estimated as follows:

Financing - assume 25 years @ 6%, amortizing		$195,000
Realty Taxes - say $1,500,000 assessment @ 75 mils		112,000
Business Taxes - @ 25%		28,000
Wages and Salaries -	say	130,000
Utilities and General Operating Expenses		25,000
Maintenance and Repairs, say 2% of $2,000,000		40,000
Overheads - legal, audit, administrative	say	20,000
Contingencies -	say	25,000
Total		$575,000

(3) Probable Revenues:

A predication at this early date is most difficult, and must be based on the following assumptions:

- that the whole program of parking generators (retail, commercial, educational and entertainment) have been completed and largely occupied;
- that street parking will have been prohibited within the Civic Square tributary area;
- that the management and operation of the completed carparks will be conducted on an aggressive, efficient, commercial basis by the Parking Authority, or other competent operator, designed to achieve maximum net revenues commensurate with the substantial investments, and public interests involved.

For the purpose of these estimates, and in consideration of the broad complex of generators created, one may reasonably assume the equivalent of 300 operational "days" (including evenings). On this basis, required revenue per stall per day to attain self-sustaining operation, will be:

(a) If Education Centre facilities are provided free of charge:

$$\frac{\$575{,}000}{300 \text{ days} \times 1{,}200 \text{ effective stalls}} = \$1.60 \text{ per diem per stall;}$$

(b) If normal commercial parking fees are established at the Education Centre:

$$\frac{\$575{,}000}{300 \text{ days} \times 1{,}350 \text{ effective stalls}} = \$1.40 \text{ per diem per stall.}$$

(3) Probable Revenues:

The existing Market Carpark, operated and managed by the Parking Authority, has shown a very encouraging growth in revenues in recent years. Adjusting for the fact that 450 stalls are available on market days, rising to 570 stalls on other occasions, its current gross earnings are approximately $1.00 per stall per diem; this despite unusually low monthly rates for 125 patrons - which rate we understand will be increased shortly.

Having consideration for the Market Carpark operating experience, our own practical experience in Hamilton and other metropolitan cities, increasing motor vehicle registrations, and the growing sophistication of the motorist in terms of willingness to pay economically-justified carpark charges, we are confident that gross earnings of the order of $1.50 to $1.75 per stall per diem can be achieved from the above balanced program of carparking by the probable time of completion (probably 1968 to 1970) of the overall redevelopment scheme.

The tariff schedule which may reasonably be projected for that time as being capable of attaining the required earnings would be:

	1968	1970
Each half hour	$0.15	$0.20
All day maximum	$1.25	$1.50
Evening maximum	$1.00	$1.00
Monthly	$20.00	$25.00

Conclusions

1. The Civic Square urban renewal program, as now conceived, warrants the provision of 1,550 car-parking stalls initially, with provision for future vertical expansion, in stages as warranted, to an ultimate capacity of possibly 2,000 or 2,100 stalls.

2. Of the above requirements, about 200 stalls should be provided integrally in the proposed motor hotel.

3. Careful attention should be given to the encouragement of efficient and attractive public transport facilities to service all sectors of the renewal area.

4. Provision should be made for chartered bus parking at all places of public assembly.

4 The estimated capital cost of lands and buildings required for the 1,350 carpark stalls (not including motor hotel facilities) is $2,500,000.

6. The envisaged parking program is capable of self-sustaining financial operation - including retirement of capital debt.

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Schedule "A"
Bill No. 109
March 29, 1966

ADDENDUM TO THE REPORT
ON THE
CIVIC SQUARE URBAN RENEWAL SCHEME
CITY OF HAMILTON

March 1966

Murray V. Jones and Associates Limited
Urban and Regional Consultants
170 Bloor Street West
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Government
Publications

ADDENDUM TO CIVIC SQUARE URBAN RENEWAL SCHEME

On November 30, 1965 the Council of the City of Hamilton adopted the Civic Square Urban Renewal Scheme as presented in the report submitted by Murray V. Jones and Associates Limited in October, 1965. Civic officials have, since that time, given further consideration to the scheme from the point of view to financial ability of the municipality to undertake its implementation. Their recommendations and the subsequent decisions of Council are reflected in the Council's approval of the five-year capital budget program for 1966-1970.

Because of the demands of other municipal functions and the need to limit over-all capital expenditure, certain changes have been made to the original program of implementation. The following amendments to the initial report have accordingly been made within the context of the City's capital budget program, together with such other modifications as appear in retrospect to be desirable and necessary. The same general headings as were used before have been employed in listing the changes; the page numbers found hereafter in brackets refer to the relevant pages in the earlier report.

3. PROPOSED PUBLIC USES

There are no changes at present contemplated in the nature and form of the public uses proposed for the Civic Square Area. Amendments to estimated costs and to the various dates of implementation do, however, result from decisions made in the new capital budget.

(a) Education Centre (p.47) - Funds allocated for the construction of the education centre now total $2,950,000 and are assigned in the years 1966 and 1967. The initial site involved totals about 2.5 acres, with an additional 1.0 acres available for expansion should the need for same be established by the Board of Education.

(c) Library (p.48) - Reference to both total funds allocated and timing of construction should be amended in conformity with the capital budget. The latter now specifies a total of $4,000,000 for building purposes for the years 1971 and thereafter.

(d) Art Gallery (p.48) - Because of the inherent relation of the library to the art gallery in the Civic Square plan, the construction of both facilities should be generally coincidental. In view of the above changes, implementation of the art gallery proposals should also be deferred until after 1970.

(e) Civic Auditorium and Convention Centre (p.49) - Commencement of this project has been proposed for 1969, with the total cost of $4,600,000 to be split between the city ($2,600,000) and public subscription. An amount of $75,000 has also been allocated in the capital budget for 1971 and after in order to provide for landscaping of the area in front of the auditorium.

4. PROPOSED COMMERCIAL USES (p.50)

The proposals contained in the original scheme report have been largely implemented through the capital budget; acquisition of land and clearance has been programmed for 1966-1967 for the commercial complex and 1968 for the motor hotel. One element in which there is some variation is the provision of additional parking through extension of the Market garage. The capital budget has allocated funds for this purpose for 1971 and after. While this timing will postpone the Market garage until several years after acquisition and clearance for the commercial complex there are several mitigating factors:

- It may be assumed that no proposal for the commercial complex will be adopted and started until 1968 and that the construction program will be phased over a period of more than one year. Maximum parking demand will accordingly not be generated until at least 1970.

- The clearance schedule for the balance of the area is such as to leave a total of 232 public parking spaces beyond the

570 spaces (450 on market days) available in the existing Market garage. These additional spaces are programmed to remain in use until after 1971.

The capital budget proposes the addition of about 300 new spaces in the downtown area, a figure which includes the use in 1966 of city owned lands adjacent to the city hall. Provision of new public facilities should relieve some of the peripheral demand on parking spaces in the Civic Square Area.

While the above factors may permit the Market garage extension to be deferred beyond the present five-year budget, funds should be allocated for its construction in 1971 if at all possible. Further information in relation to the likely form and nature of commercial development proposals should be available within the year and thus provide for a more accurate appraisal of timing and demand.

A change in the design of the Macnab Street garage and stores is contemplated in order to increase parking capacity and improve the economic feasibility of private redevelopment (see p.53 and "Parking" p.55). Capacity under revised design is estimated to be 620 cars on four levels. This increase will not however compensate for the postponement of the Market garage extension, since this project is also programmed after 1971.

6. FUTURE PUBLIC SERVICES (p.55)

There are one or two points requiring clarification with regard to public services in the Civic Square Area. Costs for the complete reconstruction and widening of Bay Street were estimated at $102,000, a figure based on the provision of five pavement lanes between Main and Merrick Streets. Further study of the area road system in conjunction with the York Street scheme has indicated the need for an additional lane between King and Merrick Streets and improvements to the Bay-Merrick intersection. The total cost of these improvements is estimated at $56,000 for an over-all total of $542,000 under "roads and sidewalks" (p.61).

An estimate has also been provided for the extension of Merrick Street (p.46), a cost which must be added to the total for services outside the Civic Square Area. The sum of $800,000 has been allocated in the capital budget for this purpose in 1966-1968 and includes the cost of connecting Merrick and Vine Streets to Gore Street and thence to Wilson Street. These related improvements are required not only in conjunction with the closing of York Street east of Bay Street but also follow from the road proposals in the York Street plan.

The above additional costs result in a revised total for the Civic Square services (p.61):

Civic Square Area -	$1,493,500
Outside the Civic Square Area -	$2,128,000
Over-all Total	$3,621,500

7. ECONOMIC FEASIBILITY OF PROPOSED PRIVATE REDEVELOPMENT

Summary

From a total of 42.4 acres, three sites totalling 10.4 acres are intended for redevelopment by private investment. The approximate cost of acquiring the land now in private ownership added $323,000 for clearance and $464,000 for service costs, making a total of $10,380,000.

The estimated appraisal value of the land for the retail-office complex is $2.1 million, for the hotel it is $1.2 million and $1.1 million for the Macnab Street garage and stores. The apparent public cost of this redevelopment is thus $5,951,000, which will be shared by the municipal, provincial and federal governments. The estimated annual contract rent, based on the appraisal value of the land, would be $265,740 if charged at 6%.

Current Price of Land (pp.63-65)

The whole of the Civic Square area - the description of which will not be repeated here - covers 42.4 acres of which 23.9 acres are to be expropriated and cleared. 3.9 acres are covered with buildings which are proposed to be retained and incorporated into the redevelopment scheme. Streets now cover an area of 14.6 acres of which 8.4 are to be retained and 6.2 acres are to be incorporated into the land available for redevelopment, including 0.9 acres of existing developed land for the purpose of new streets, thus making a future total of 9.3 acres of roads within the area. Of the 30.1 acres intended for redevelopment, 10.4 acres are intended to be developed by private enterprise and 19.7 acres are intended for public re-uses. ....

The cost of acquisition of 23.9 acres, as estimated by the Assessment Department of the City, would amount to $19,720,000 including 10% for contingencies. The estimated cost of demolition, after deducting the salvage value of structures, is $910,000 while service costs are estimated at $3,822,000, of which $800,000 will be for the extension of Merrick Street and $1,328,000 for other services outside the scheme area. Thus the total cost of the cleared and serviced land made available for redevelopment, public as well as private, comes to $24,452,000.

Table 17 - Land Proposed for Private Redevelopment

	Total Site Area (sq.ft.)	Acquired Private Land (sq.ft.)	Incorporated Public Land (sq.ft.)
Retail-office complex	305,000	220,000	85,000
Motor hotel	84,000	84,000	-
Macnab Street garage and stores	65,000*	65,000	-

*Including pedestrian walkway.

....

Land values per square foot in the sites to be made available for private redevelopment are shown in Table 18. The cost of the privately-owned land to be acquired is obtained from Table 29 below, and includes the cost of clearance and services inside the scheme area. The value of the city-owned land incorporated in the retail-office complex is the redevelopment value of the land plus the cost of services. This gives an average of $25.80 per square foot for the complex. It will be seen that the difference between the cost of the land and its appraisal or redevelopment value is greatest in the case of the retail-office complex, whereas the development of the motor hotel results in a land value exceeding the cost of acquisition. Based on the appraisal value per square foot shown in Table 18, the value of the road allowances incorporated in the retail-office complex is estimated at $586,500.

Table 18 - Public Cost of Land for Private Redevelopment

(in dollars per square foot of land)

	Cost of Acquired Private Land*	Value of Incorporated Public Land**	Average	Appraisal Value	Pro-forma Public Cost
Retail-office complex	$32.73	$7.92	$25.80	$6.90	$18.90
Motor hotel	11.45	-	11.45	14.00	- 3.55
Macnab Street and stores	32.75	-	32.75	17.65	15.10

*Including a load of $1.90 per square foot for clearance and the cost of services inside the scheme area.

**Including a load of $1.02 per square foot for the cost of services.

Value of Land for Redevelopment (pp.71-79)

The appraisal value of the land is the residual value. The elements of the calculation of the appraisal value are as follows:

(a) the approximate cost of erecting the proposed structures;

(b) the estimated revenue from the proposed uses;

(c) the cost of financing, which is deducted from the estimated revenue to arrive at the residual income;

(d) the present capitalized value of the annual residual income over a period of fifty years.

The estimated construction costs of the Macnab Street garage and stores are shown in Table 21. Basic construction costs for this and the other two projects are considered to be reasonable and are a very important factor in determining the residual value of the land. Each dollar spent on construction (including development and site loading costs) results in a deduction of $1.57 from the residual value generated by income, whereas each dollar of net yearly income produces a residual land value of $15.76, assuming fifty years of economic life and the financing arrangements assumed here.

Table 21 - Cost Estimates - Macnab Street Garage and Stores

	Floor Space		Basic Cost	Development and Site Loading		Total Cost
	Gross (sq.ft.)	Net (sq.ft.)	$			$
Retail Space	30,000	24,150	17.00	25%	637,500	
	10,000		8.00	25%	100,000	737,500
Service Space	8,500		8.00	25%		85,000
Parking	620 stalls		1,500	25%		1,162,500
Total						1,985,000

Tables 22, 23 and 24 show the revenue estimates for each component of the project. The projected rentals are realistic by present standards while vacancy and credit loss has been taken to be 5% (excepting the department store). No allowance is made in the calculations for increased rents in the future. Operating costs apply only to the commercial and office space, but not to the department store. In the case of the retail space, it is assumed that operating and maintenance expenses will be prorated among the tenants over and above the basic rent per square foot, with the result that the costs chargeable to this basic rent consist of

Table 22 - Revenue Estimate - Retail-Office Complex

	Net Rentable Area (sq.ft.)	Projected Rate $	Gross Annual Income $	Vacancy & Credit Loss $	Gross Effective Income $	Operating Costs $	Effective Net Income $
Department Store	325,000	2.00	650,000	N/A	650,000	N/A	650,000
Retail Space	153,000	5.00	765,000	38,250	726,750	185,000	541,750
Office Space	170,000	6.00	1,020,000	51,000	969,000	581,400	387,600
Service Space	35,000					- 7,000	
Total							1,572,350

Table 23 - Revenue Estimates - Motor Hotel

	Gross Annual Income $	Vacancy & Credit Loss $	Gross Effective Income $	Operating Costs $	Lessee's Share $	Lessor's Share	
						Hotel $	Parking $
Rooms	1,642,500	492,750	1,149,750	N/A	804,825	344,925	
Food & Beverages	1,277,500	N/A	1,277,500	N/A	1,200,850	76,650	
Concession Rentals	127,750	N/A	127,750	N/A	108,585	19,165	
Parking	70,000	N/A	70,000	21,000	24,500		24,500
Total						440,740	24,500

Table 24 - Revenue Estimates - Macnab Street Garage and Stores

	Net Rentable Area (sq.ft.)	Projected Rate $	Gross Annual Income $	Vacancy & Credit Loss $	Gross Effective Income $	Operating Costs $	Net Effective Income $
Retail	24,150	5.50	132,825	6,640	126,185	30,000	96,185
Parking	620*	450.00	279,000	83,700	195,300	58,590	136,710
Service Space	8,500	N/A	N/A	N/A	Nil	1,700	- 1,700
Total							231,195

*Stalls

insurance, property taxes and management fees, taxes being assumed at 85¢ per square foot. In the case of the office space, operating and maintenance expenses, including the foregoing three items, are assumed to absorb 60% of gross effective income: this is in line with the data given in the Office Building Experience Exchange Report.*

The estimated income of the hotel is based on the assumption that the facility will be leased by the developer to an operator. The gross annual income of rooms is taken to be $15 per day at 70% occupancy. Other gross income estimates, excluding parking, are derived from this figure by ratios usually accepted for this type of project when preparing a preliminary appraisal. The lessor's and lessee's shares (excepting parking) are also based on values conventionally assumed as part of the terms of the lease. As to the parking garage, it is assumed that the contracting parties will share equally the annual net effective income.

The income of parking stalls is taken at $450 yearly with 70% occupancy of which 30% is deducted for operating expenses.

The residual value of the land is calculated in Tables 25, 26 and 27. The primary debt is taken to be 75% of the total cost shown in Tables 19, 20 and 21 respectively. The other 25% of the cost is considered the developer's equity. No secondary debt is assumed and no provision is made for the repayment of such debt. The prime interest rate is 7½% and it is assumed that the mortgage will be repaid in 25 years, by means of equal annual amounts covering the payment of interest and amortization of the principal. The equity portion bears a 10% return on investment and is fully recovered in fifty years with no allowance for any salvage value; in other words the structures are fully depreciated in fifty years. The annual net effective income is taken from Tables 22, 23 and 24 respectively and is assumed constant throughout the period. In fact the net income is likely to rise, adding to the residual value of the land and providing the basis for renegotiation at suitable intervals of the contract rent. The financing load of the first 25 years has both

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*Annual Experience Exchange Report, Office Building Operations, 1964 published by The National Association of Building Owners and Manager, Chicago, Ill.

Table 25 - Residual Value of Land - Retail-Office Complex

	Primary Debt & Load $	Equity & Secondary Load $	Net Effective Income $	Residual Income $	Residual Value of Land $	
DEPARTMENT STORE	5,254,690	1,751,560				
Years 1-25	470,142	176,662	650,000	3,196	40,855	
26-50		176,662	650,000	473,338	1,409,805	1,450,660
RETAIL SPACE	3,706,405	1,235,470				
Years 1-25	332,502	124,610	541,750	84,638	1,081,935	
26-50		124,610	541,750	417,140	1,242,425	2,324,350
OFFICE SPACE	4,312,500	1,437,500				
Years 1-25	386,874	144,986	387,600	-144,260	-1,844,075	
26-50		144,986	387,600	242,614	722,610	-1,121,465
SERVICE SPACE	262,500	87,500				
Years 1-25	23,550	8,825	-7,000	-39,375	-503,330	
26-50		8,825	-7,000	-15,825	- 47,135	-550,465
TOTAL						2,103,080

Table 26 - Residual Value of Land - Hotel Site

	Primary Debt & Load $	Equity & Secondary Load $	Net Effective Income $	Residual Income $	Residual Value of Land $	
HOTEL	3,324,375	1,078,125				
Years 1-25	298,230	108,740	440,740	+ 33,770	+431,680	
26-50		108,740	440,740	+332,000	+988,840	1,420,520
PARKING	375,000	125,000				
Years 1-25	33,640	12,610	24,500	- 21,750	-278,030	
26-50		12,610	24,500	+ 11,890	+ 35,410	- 242,620
TOTAL						1,177,900

Table 27 - Residual Value of Land - Macnab Street Garage and Stores

	Primary Debt & Load $	Equity & Secondary Load $	Net Effective Income $	Residual Income $	Value of Land	 $
RETAIL SPACE	553,125	184,375				
Years 1-25	49,620	18,595	96,185	27,970	357,540	588,640
26-50		18,595	96,185	77,590	231,100	
PARKING	871,875	290,625				
Years 1-25	78,215	29,312	136,710	29,183	373,050	
26-50		29,312	136,710	107,398	319,890	692,940
SERVICE SPACE	63,750	21,250				
Years 1-25	5,720	2,143	- 1,700	- 9,553	-122,115	
26-50		2,143	- 1,700	- 3,843	- 11,445	-133,560
TOTAL						1,148,020

a primary and a secondary component, whereas in the second 25 years there is only a secondary load. Deducting the financing load from the net income gives an income residual (positive or negative). This remaining income is attributed to the land: its present worth capitalized - in this case at the rate of 6% - constitutes the residual value of the land.

Table 25 shows that the greatest residual value attributable to the land is produced by the commercial floor space and in particular by the retail stores of the retail-office complex. The department store is also a 'traffic generator' contributing to the success of the other commercial space. It is also under a long-term lease, not subject to vacancy or management expenses and enjoying special rates. This is reflected in the lower residual value. The office space on the other hand yields a negative residual value. As already mentioned, each dollar spent on construction results in a deduction of $1.57 from the residual land value generated by income whereas each dollar of net yearly income produces a residual value of $15.76. Thus, floor space which is built at $17.00 a square foot and rents at a net effective income of $2.00 a year will produce a residual land value of $4.50. This would apply to the department store. The residual land value from the retail floor space, whose average cost of construction including storage space is approximately $21.00 per square foot and from which an estimated net effective income of $2.92 per year is expected to be derived, is $13.50 per square foot. On the other hand construction costs of the office floor space are assumed at $23.00, whereas the net effective income is below $2.00 per square foot per year; the result is a negative land value of $5.60 per square foot of floor space. Either lower construction costs, or higher rents or a lower ratio of operating expenses to income would make this a more attractive investment. The retail dollar spent by office workers is however an increasingly important part of the sales in the central business district. To provide office space at reasonable rent is a prudent policy to head off the dissipation of the labour force and contributes to the success of the rest of the undertaking.

The parking garage of the hotel represents an actual loss to the land, inasmuch as the 10% assumed return on the investment means a negative residual income. The method of calculation is to capitalize this loss as a negative land value which is deducted from the value produced by the other part. However, the cost of the garage is necessary to make the undertaking as a whole a going concern.

The relatively high residual value of the MacNab Street garage and stores is the result of an efficient use of the floor space at grade together with the provision of 620 parking spaces on four levels above.

The residual value of the land in the case of each of the projects represents the price which a developer could afford to pay for the land if he were to develop it as proposed, based on the costs and present rentals which we have assumed.

Retail-office complex	$ 6.90
Motor hotel	$14.00
MacNab Street garage and Stores	$17.65

The annual contract rents shown in Table 28 have been calculated at 6%, alternatively at 5 3/4%, of the foregoing residual land values.

Table 28 - Proposed Annual Contract-Rent for Land Leased

	Residual Land Value	Rate 6%	Rate 5-3/4%
Retail-office complex	2,103,080	126,185	120,930
Motor hotel	1,177,900	70,675	67,730
MacNab Street garage and stores	1,148,020	68,880	66,010
Total	4,429,000	265,740	254,670

The above amounts are, however, only tenative because the actual contract-rent will be the result of negotiations. What was sought to be shown in the foregoing is that redevelopment by private enterprise of a portion of the land is economically feasible at a reasonable cost, in terms of land write-down, to the public. Taking into account that the properties to be acquired, presently valued at approximately $9.6 million, will be replaced by buildings worth close to $25 million on land worth over $4 million, there will be a substantial increase in municipal tax revenue. If in the light of growing demand, further development or what is often referred to as "densification" takes place, the residual value of the land and the annual rent which a developer could afford to pay will increase, as will also the value of the buildings and the municipal revenue to be derived from them.

8. COST ANALYSIS (pp.80-84)

Table 29 shows the cost of acquisition of the lands to be redeveloped in the Civic Square scheme, together with the cost of clearance and services. The total comes to $24,452,000 but does not include any value assigned to the public lands (road allowances) which will be included in the various projects. In the case of public projects this value will be determined by negotiation between the City and the

Table 29 -

ESTIMATED COSTS OF ACQUISITION, CLEARANCE AND SERVICES, AND SUGGESTED PRIORITY PHASING

Priority	Block Number[1]	Site Area (sq.ft.)			Estimated Costs				Date of Acquisition & Clearance
		To be Acquired	City Owned[2]	Total	Acquisition $	Services $	Clearance $	Total $	
1. Education Centre	42	106,000	-	106,000	1,239,000	108,000	93,000	1,440,000	1966
2. Planetarium and Central Landscaped Area	42,45W	72,000	19,000	91,000	1,184,000	293,000[3]	63,000	1,540,000	1966
3. Future Public Use	42	45,000	-	45,000	524,000	46,000	39,000	609,000	1966-67
4. Commercial Complex	44,44N 46,46N	220,000	85,000	305,000	6,784,000	312,000	193,000	7,289,000	1966-67
5. Motor Hotel	41	84,000	-	84,000	803,000	86,000	73,000	962,000	1968-69
6. Auditorium	40,40N,41 43,44,44N	108,000	72,000	180,000	1,518,000	184,000	95,000	1,797,000	1968-69
7. Market Garage Ext'n	43,44N	78,000	40,000	118,000	1,253,000	121,000	68,000	1,442,000	1971+
8. Library	45,45W	55,000	14,000	69,000	1,070,000	71,000	48,000	1,189,000	1971+
9. Art Gallery	45,45W	55,000	14,000	69,000	1,070,000	71,000	48,000	1,189,000	1971+
10. Centenary United Church	47	25,000	-	25,000	764,000	26,000	22,000	812,000	1971+
11. Macnab St. Stores and Garage	47	65,000	-	65,000	2,006,000	66,000	57,000	2,129,000	1971+
12. Auditorium Extension	40	76,000	24,000	100,000	803,000	102,000	66,000	971,000	1971+
13. Bay St. Widening	40,41,42	33,000	2,000	35,000	351,000	158,000	29,000	538,000	1966-69
14. Macnab St. Widening	45	18,000	-	18,000	351,000	50,000	16,000	417,000	1971+
15. Merrick St. Extension[4]	-	-	-	-	-	800,000	-	800,000	1966-67
16. Outside Services[4]	-	-	-	-	-	1,328,000	-	1,328,000	1969-70
TOTALS		1,040,000	270,000	1,310,000	19,720,000	3,822,000	910,000	24,452,000	

1) See Map 16.
2) Road allowances to be closed.
3) Including landscaping at $200,000.
4) Items outside the Civic Square Area.

partnership. In the case of the public lands to be incorporated in the commercial complex, their value has been estimated at $586,500 based on their redevelopment by private enterprise as set out in the previous section.

Acquisition costs are based on estimates provided by the Assessment Department block by block, as shown in Table 30, together with the assessed value of individual properties. The acquisition costs for each project are in proportion to the area of each block or blocks covered by the project. Since the site boundaries of the proposed projects as illustrated in Map 16 seldom coincide with present street or property lines, this allocation may be considered somewhat artificial and cannot be used for budgetting or actual acquisition purposes. The necessary adjustments are shown in Table 30A.

Table 30 - Estimated Acquisition Costs by Block

Block Number	Area Sq. Feet	Estimated Acquisition Cost $
40	116,850	1,188,000
40N	12,250	253,000
41	115,350	1,100,000
42	198,850	2,332,000
43	81,000	1,232,000
44N	44,450	869,000
44	106,650	1,870,000
45W	56,600	1,210,000
45	106,700	2,035,000
46*	111,100	4,861,000
47	89,900	2,770,000
TOTAL	1,040,000	19,720,000

*Includes a portion of Block 46N

Table 30A - Estimated Acquisition Costs - by Properties Boundaries

		Site Acquisition Costs	Adjustments +	Adjustments -	Property Acquisition Costs
1.	Education Centre	$1,239,000	-	-	1,239,000
2.	Planetarium	1,184,000	456,000		1,640,000
3.	Future Public Use	524,000			524,000
4.	Commercial Complex	6,784,000	333,000		7,117,000
5.	Motor Hotel	803,000	-	-	803,000
6.	Auditorium	1,518,000	154,000		1,672,000
7.	Market Garage Ext'n	1,253,000		-87,000	1,166,000
8.	Library	1,070,000		-228,000	842,000
9.	Art Gallery	1,070,000		-228,000	842,000
10.	Centenary United Church	764,000	-	-	764,000
11.	Macnab Street Garage and Store	2,006,000	-	-	2,006,000
12.	Auditorium Ext'n	803,000		-417,000	386,000
13.	Bay St. Widening	351,000	17,000	-	368,000
14.	Macnab St. Widening	351,000	-	-	351,000
	Total	$19,720,000	960,000	-960,000	19,720,000

In making the adjustments, it has been necessary to estimate the acquisition cost of individual properties in terms of their assessed value multiplied by the ratio of the total acquisition cost for the block in which the property is situated to the total assessment of that block. The acquisition cost of properties which lie in two different project sites has been assigned wholly to the project which comes first in the order of priority shown in Table 29 and Map 16. In the case of the motor hotel, however, and the part of the Auditorium site in block 41, no adjustment has been made, since the land for both projects is to be acquired in 1968-69.

Clearance costs have been estimated on the basis of the floor area of the buildings to be demolished, taking into account the type of structure. Together with service costs, they have been allocated to each project in proportion to its site area. Although this is admittedly somewhat rough, it is considered an adequate indication at this early stage of the scheme.

The capital budget phasing of acquisition and clearance costs is summarized in Table 30B. The cost of services has been phased according to the City's five-year capital budget program 1966-70. Provision has been made for the cost of all services, both inside and outside the scheme area, to be met during the five-year period. The City's share is shown as substantially more than one-quarter of the total since two-thirds of the cost of the Merrick Street extension will be paid by the City (a provincial roadway subsidy will cover the other one-third); the cost of other services outside the scheme area, plus $200,000 for landscaping, are not shared by the partnership but will be paid for entirely by the City. *

The land for the planetarium is to be conveyed at a nominal cost of $1.00 per square foot. The re-use value of the lands to be developed as public projects, namely, the education centre and the auditorium in the five-year period covered by the capital budget, will be a matter for discussion and agreement between the partnership on the one hand and the City and its public agencies on the other. The land intended for the Market garage, the library, the art gallery, the Centenary United Church, the auditorium extension as well as the widening of Bay Street and Macnab Street, are in the same position.

In the capital budget program for 1966-70 the City is budgeting for $20,000 an acre as the price at which it may purchase these lands from the partnership, a price for which there are a number of precedents. The importance from the City's point of view of keeping

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*The City's capital budget is drawn up on the assumption that the cost of landscaping is not sharable. However a definite decision in this matter should be made only after conclusive discussion with C.M.H.C.

Table 30B - Phasing of Property Acquisition, Clearance and Service Costs

		Total Costs $	Cost to the City $
1966-67			
Education Centre, Planetarium and Future Public Use, plus part of Bay Street widening	Land	3,542	886[1]
	Clearance	205	52[1]
Commercial Complex	Land	7,117	1,720
	Clearance	193	48
Services - Inside		958[2]	277[2]
- Outside		525	350
		12,540	3,333
1968-69			
Motor Hotel and Auditorium, plus remainder of Bay Street widening	Land	2,704	675[1]
	Clearance	199	49[1]
Services - Inside		736[3]	296[3]
- Outside		1,025	933
- Outside in 1970		578	578
		5,242	2,531
1971+			
Projects 7-12 and 14 (see Map 16)	Land	6,357	1,590
	Clearance	313	78
		6,670	1,668
TOTAL		24,452	7,532

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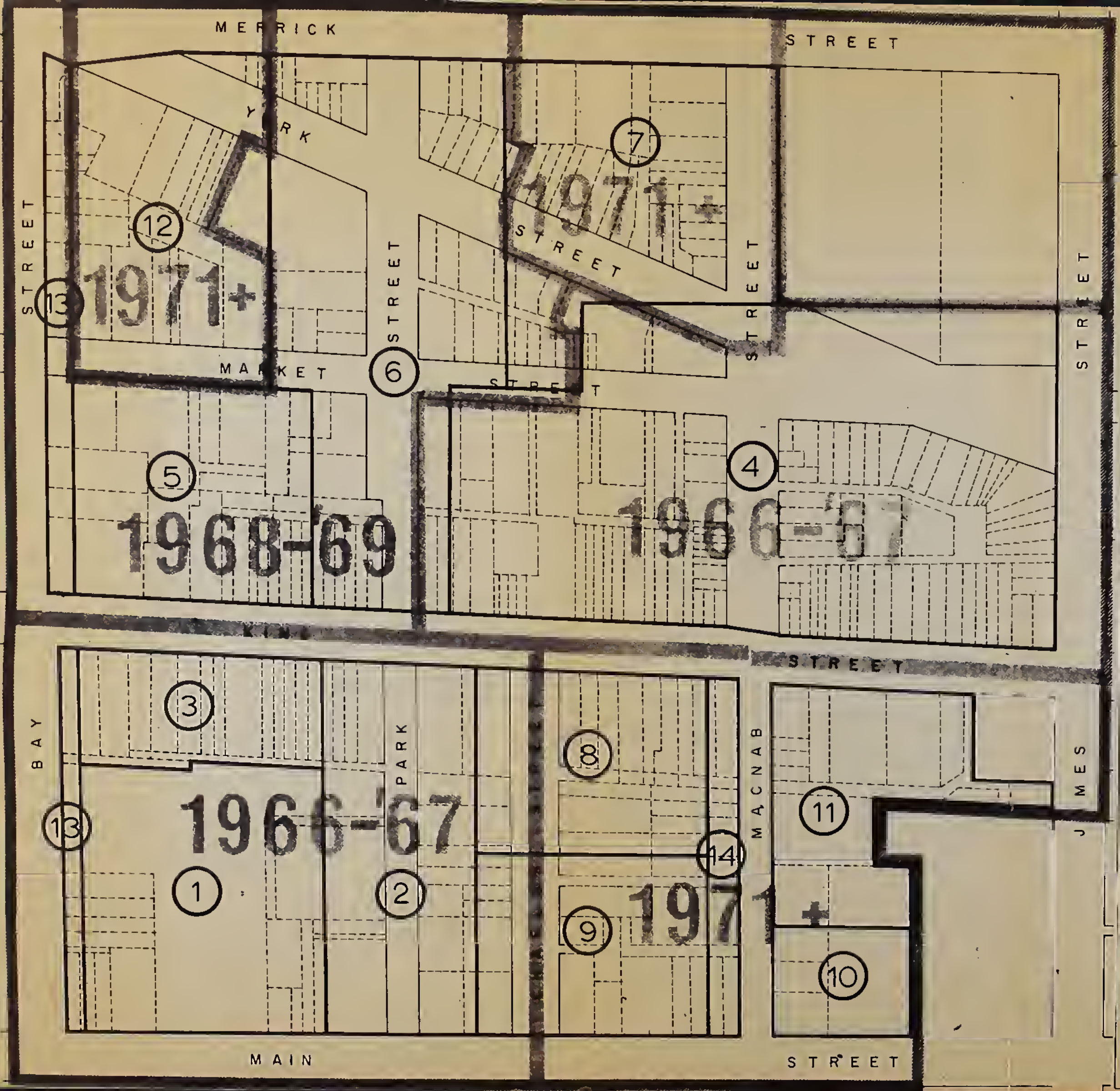
1. $36,000 of the City's share of the cost of land acquisition for the widening of Bay Street and $3,000 for clearance are allocated against Block 42 in 1966-67; the balance of $56,000 and $4,000 are allocated against Blocks 41 and 40 in 1968-69.

2. Includes $50,000 for landscaping in the Planetarium and Central Landscaped Area.

3. Includes $150,000 for landscaping in the Planetarium and Central Landscaped Area.

this price to a minimum derives from the fact that it receives from the partnership only 25% - its share of the original cost of acquisition of the lands - and must accordingly pay 75% from its own funds. Given on the one hand the fact that the City is under the necessity of exercising strict control over its total capital expenditures and, on the other, the pressing requirements for capital expenditures in many other fields, it follows that the amounts which the City will be able to afford for urban renewal during the 1966-70 and future capital budget periods, will be reduced in proportion to any increase over and above $20,000 an acre which the City might be called upon to pay to the partnership for lands devoted to public re-uses.

Most of the projects include some land now owned by the City as well as private land to be acquired. As stated in the previous section, there is no firmly accepted practice in the valuation of such land which is to be incorporated in redevelopment projects. The principle has been adopted that this land should be considered to have the same redevelopment value as the privately-owned land; that is to say, the total area of land required for each project should be included and all the land be assigned the same average value per square foot. This redevelopment value would then be considered the "acquisition" cost of the public land. In the case of the public projects, involving 4.25 acres of City-owned land, the redevelopment value has been tentatively set at $20,000 an acre - this being the price at which the City has budgeted to acquire these lands from the partnership - or a total of $85,000. In the case of the lands intended for private redevelopment, the appraisal value estimated in the previous section has been applied to the lands at present in public as well as private ownership, with the result that the street allowances incorporated in the retail-office complex are valued at $586,500. The total value of land to be acquired by the partnership might thus exceed the amounts shown in Table 29 by $671,500.



CITY OF HAMILTON

CIVIC SQUARE URBAN RENEWAL SCHEME

MAP NO.

PHASING AND LAND ACQUISITION

1967 DATE OF LAND ACQUISITION

PROPOSED USES

1	EDUCATION CENTRE
2	PLANETARIUM & CENTRAL LANDSCAPED AREA
3	FUTURE PUBLIC USE
4	COMMERCIAL DEVELOPMENT
5	MOTOR HOTEL
6	CIVIC AUDITORIUM
7	MARKET GARAGE EXTENSION
8	LIBRARY
9	ART GALLERY
10	CENTENARY UNITED CHURCH
11	MACNAB STREET GARAGE & STORES
12	AUDITORIUM EXTENSION
13	BAY STREET WIDENING
14	MACNAB STREET WIDENING

SCALE IN FEET

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